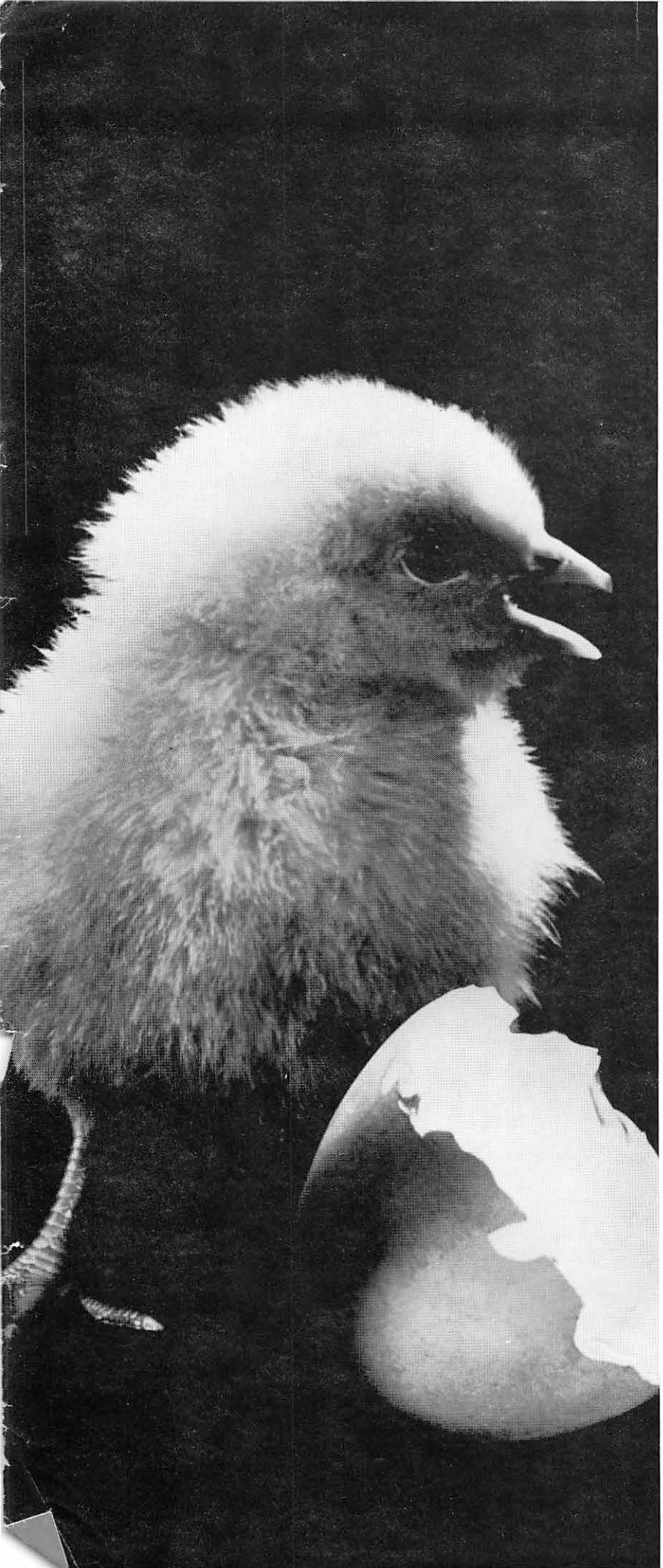
MAY 1970

# Signalman's JOURNAL

Wage Negotiations Go To Mediation

Las Vegas To Host Signalmen



Our only quota is quality.

# When you buy cable you're buying something that's not made yet.

Almost all important cable is made to order. The significant fact about this is: When you test cable for the purpose of writing a specification, you are not testing the same thing you will be getting. Therefore, the smartest thing a cable buyer can do is to probe the reputation of the maker. Kerite cable has proved itself in practice. It is often required to last 40, 50, even 60 years under all conditions, in all climates. Kerite stands for quality—in addition, our technical superiority has never been greater.

The Kerite Company · Principal Offices: New York; Chicago; Seymour, Connecticut · Sales Representation Throughout the United States. A subsidiary of Harvey Hubbell Incorporated.

MEMBER RPI Kerite

*the cable that lasts... and lasts... and lasts...*

**GRAND LODGE DIRECTORY**

C. J. CHAMBERLAIN, *President*
2247 Lawrence Ave.
Chicago, Ill. 60625

P. T. DRUMMOND, *Sec'y-Treasurer*
2247 Lawrence Ave.
Chicago, Ill. 60625

A. E. LYON, *Pres. Emeritus*
1117 So. Wilke Road
Arlington Heights, Illinois 60005

JESSE CLARK, *Pres. Emeritus*
908 So. Park Dr.
Terre Haute, Indiana 47802

**Vice Presidents**

R. T. BATES
1271 West Littleton Blvd.
Littleton, Colorado 80120

C. S. CHANDLER
4243 Forest Ave.
Paducah, Kentucky 42001

M. B. FRYE
2247 Lawrence Ave.
Chicago, Ill. 60625

T. H. GREGG
Mail Address: Box 528
Bristol, Tenn. 37620
Telegraph Address:
Abingdon Highway
Bristol, Virginia

G. ORNDORFF
220 South State St.
Chicago, Ill. 60604

B. H. STEUERWALD
400 First Street, N.W.
Washington, D.C. 20001

**Director of Research**

W. D. BEST
2247 Lawrence Ave.
Chicago, Ill. 60625

**Grand Lodge Representatives**

W. W. ALTUS
2247 Lawrence Ave.
Chicago, Ill. 60625

J. T. BASS
2247 Lawrence Ave.
Chicago, Ill. 60625

A. N. COTTON
2515 Portage Ave., Suite 204
Winnipeg 12, Man., Canada

H. A. STOCKDALE
Room 508, Crescent Bldg.
1411 Crescent St.
Montreal 25, Que., Canada

J. W. WALSH, JR.
2247 Lawrence Ave.
Chicago, Ill. 60625

**Board of Trustees**

WM. H. LEWIS, *Chairman*
523 E. Third St.
St. John, Kans. 67576

W. D. WILSON, *Secretary*
8 Andrew Place
Fair Lawn, New Jersey 07410

C. R. SCOTT
Room 508, Crescent Bldg.
1411 Crescent St.
Montreal 25, Que., Canada

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

2247 Lawrence Ave., Chicago, Ill. 60625

**MAY, 1970**

Vol. 51, No. 4

**IN THIS ISSUE**

President C. J. Chamberlain's Message ..... 86

Wage Negotiations Move On ..... 87

Pension Increase Moves To Senate ..... 88

Canadian Signalmen Serve Demands ..... 89

Railroad Retirement Information On Supplemental Annuities ..... 90

Las Vegas To Host Signalmen ..... 92

News from Canada ..... 98

Local Lodge News ..... 109

Obituary ..... 111

**JOURNAL COVER PHOTO**

Our cover photo is an aerial view of Las Vegas's famed Strip, with Downtown Las Vegas and Mt. Charleston in the background.

1

**POSTMASTER'S NOTE:** Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.
**ADDRESS CHANGE:** B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

The Signalman's Journal is published monthly (except bi-monthly January-February and July-August) at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Second class postage paid at Waterloo, Wis.

# A Message From President C.J. Chamberlain

THIS BEING THE YEAR OF our regular triennial convention, we are busily engaged in preparing our Officers' Report to be submitted to our delegates outlining the activities of your Brotherhood during the past three years since our 1967 Convention.

The preparation of this report involves considerable time and effort on the part of your Grand Lodge Officers and staff, however, it is a most important part of the operation of your Brotherhood as it places before the delegates and members a detailed, comprehensive explanation of what their union is doing in their behalf.

We take great pride in the preparation of the Officers' Report, as it is our primary objective to inform our members and keep them informed on the operation and activities of the Brotherhood of Railroad Signalmen.

The convention gives us the opportunity to meet with the representatives of our local and general committee subordinate units to review, discuss and formulate plans for the future.

The convention is in effect a meeting of the "stockholders and board of directors," however, I can assure you that our convention sessions and proceedings are much more democratic than those found in the corporate structure of big business.

The convention sessions of our Brotherhood provide each local and general committee an opportunity to be represented and have a voice and vote in conducting the business of their union.

Accordingly, we cannot overemphasize the importance of each local and general committee being represented at our convention. We find that for many and varied reasons a few locals do not elect delegates to the convention. One of the reasons which we frequently hear expressed is that it is too expensive and the local cannot afford the cost. This is not a valid reason as any local that is in existence today has an obligation and responsibility to look after the interests of its members and participate in the business of our Brotherhood. If there is justification for the existence of a local, it naturally follows

and is absolutely essential that the local must be an active participant in the overall operation of our Brotherhood.

Locals that do not function effectively, efficiently, and in the best interests of their membership have no right to exist as our Brotherhood cannot tolerate the impairment to its operation that inactive locals impose.

Another reason that is frequently given for not sending a delegate to the convention is that "conventions are nothing but a playground and the delegates do nothing but enjoy the sights of the convention city and surrounding area."

There is no basis of fact for such reasoning, as Brotherhood of Railroad Signalmen convention sessions, and committee assignments, consume considerable time and entail a lot of hard work. This fact can be attested to by any conscientious delegate who has ever attended a convention.

The 1970 Convention will be one of the most important conventions ever held by our Brotherhood. As you know, the 1967 Convention delegates made many important decisions concerning the course of action of our Brotherhood. The changes made and placed in effect since that time have, without question, seen our Brotherhood rise from a point of obscurity to a point where we are now recognized as one of the most important in the railroad labor movement. This is as it should be as the fact that we represent one of the most important craft of employes in the railroad industry today warrants our active participation and a voice in all affairs affecting not only our members but railroad labor as a whole.

The task of your officers in assuming this role of leadership is not an easy one, however, it is one that we must assume to insure that signalmen employed on railroads in our two great countries of the United States and Canada achieve the benefits that rightfully accrue to them because of their most important contribution to the successful operation of the railroad industry.

We look forward to the future with confidence and trust that all locals will take appropriate action to join with us at our 1970 Convention to continue our program in behalf of our members.

**Our Convention Provides Every Local The Opportunity To Participate In The Operation Of Our Brotherhood**

# Higher Medicare Costs Explained

THE DEPARTMENT OF Health, Education, and Welfare (HEW) recently announced that beginning with January 1970, there will be an increase in certain costs that beneficiaries will have to pay when they receive hospital or nursing home care under Medicare. There will also be an increase in the monthly premium for supplemental medical insurance (doctor-bill costs), but this will not go into effect until July 1, 1970.

If a Medicare beneficiary becomes a hospital patient, for a benefit period beginning on or after January 1, 1970, he will pay the first $52 of hospital charges (the deductible amount) rather than $44, as in 1969. The daily charges for hospital or nursing home care after the first 60 days in the hospital or after the 20th day in a nursing home (the coinsurance feature) will also be increased. More details on the changes in costs for hospital or nursing home care are as follows:

- For the first 60 days in the hospital, the deductible will be $52, an increase of $8.
- For the 61st through the 90th day in the hospital, the beneficiary's cost will be $13 a day compared to $11 a day in 1969.
- For the additional 60 days of Lifetime-Reserve, the beneficiary will have to pay $26 a day, an increase of $4.
- For care in a nursing home, the beneficiary will have to pay $6.50 a day after the first 20 days instead of $5.50.

Beginning July 1, 1970, the monthly premium for supplemental medical insurance (doctor-bill costs) will go up from $4.00 to $5.30. This change and the increase in hospital and nursing home costs were necessary because of the sharp rise in hospital and medical costs in 1968. Each year HEW is required to review these costs on a nationwide basis to determine whether the existing charges under Medicare are still appropriate. When these costs rise as they did in 1968, HEW is required to make an upward adjustment in the costs borne by Medicare beneficiaries.

Despite the increased costs for hospital and nursing home care and the premium increase for supplemental medical insurance, Medicare coverage still remains an outstanding value. In view of the continuing rise in hospital and medical costs, any eligible railroad retirement beneficiary who is not enrolled would be well advised to do so at the earliest opportunity. The next open enrollment period for doctor-bill insurance began January 1, 1970. If you need more information or help in enrolling, the best thing to do is get in touch with the nearest office of the Railroad Retirement Board.

# SIGNALMEN'S WAGE NEGOTIATIONS MOVE ON

**PRESIDENT C. J. CHAMBERLAIN AND THE SIGNALMEN'S NEGOTIATING COMMITTEE HELD THREE DAYS OF NEGOTIATING SESSIONS ON APRIL 7, 8 AND 9 IN WASHINGTON, D. C. WITH REPRESENTATIVES OF THE NATIONAL LABOR CONFERENCE, THE CARRIERS BARGAINING AGENCY.**

**THE BROTHERHOOD'S WAGE NOTICE CALLING FOR WAGE INCREASES RANGING UP TO 54 PERCENT OVER A THREE YEAR PERIOD WAS FULLY EXPLAINED BY THE SIGNALMEN'S NEGOTIATING COMMITTEE AND WAS SUPPORTED BY EVIDENCE GIVEN BY ECONOMIST E. D. HOLLANDER, OF THE CONSULTING FIRM OF ROBERT NATHAN ASSOCIATES.**

**THE CARRIERS CHAIRMAN J. P. HILTZ, JR. PRESENTED THEIR COUNTER PROPOSALS AND EACH ISSUE WAS QUESTIONED AND DISCUSSED BY THE SIGNALMEN'S COMMITTEE.**

**PRESIDENT CHAMBERLAIN CALLED THE NEGOTIATIONS "MEANINGFUL" AND SAID THERE WAS "A SERIOUS DISCUSSION" OF ALL ISSUES.**

**THE SIGNALMEN HAVE WAITED SOME TIME TO BEGIN NEGOTIATIONS WITH THE CARRIERS' CONFERENCE COMMITTEE AND PRESIDENT CHAMBERLAIN STATED THERE WERE SO MANY AREAS OF DISAGREEMENT WHICH COULD NOT BE RESOLVED AT THESE NEGOTIATING SESSIONS, HE FELT OUTSIDE HELP WAS WARRANTED.**

**FOR THIS REASON, PRESIDENT CHAMBERLAIN INITIATED A MOVE TO BRING ABOUT A JOINT REQUEST FOR ASSISTANCE FROM THE NATIONAL MEDIATION BOARD. MR. HILTZ AGREED AND A JOINT APPLICATION WAS FILED AND HAS BEEN DOCKETED BY THE BOARD AS CASE NO. A-8811.**

**THE BROTHERHOOD IS NOW AWAITING THE ASSIGNMENT OF A MEDIATOR AND PRESSING THE NATIONAL MEDIATION BOARD TO SCHEDULE QUICK MEDIATION SESSIONS IN THE DISPUTE.**

**THE NEXT STEPS UNDER THE RAILWAY LABOR ACT THAT MUST BE STRICTLY FOLLOWED BY BOTH PARTIES WAS COVERED IN THE MARCH ISSUE OF THE SIGNALMAN'S JOURNAL.**

# RR Pension Increase Moves To Senate

A 15 PERCENT INCREASE IN RAILROAD RETIREMENT BENEfits swept through the House by a unanimous vote (379 to 0) and was headed for quick Senate approval as the Journal went to press.

In a floor discussion of the measure, House Democrats and Republicans alike vigorously supported the increase, which will be retroactive to January 1, the same as the boosts voted earlier under Social Security.

The bill was piloted through the House by Rep. Harley Staggers (D., W. Va.), chairman of the Interstate Commerce Committee, and William L. Springer (R., Ill.), top-ranking Republican on that committee.

Many others of both parties spoke up for the measure and explained its various provisions, including these:

Railroad Retirement funds invested in Treasury obligations shall draw the highest interest paid by the Treasury each month on U.S. securities, instead of the average rate, as now. This will help offset a major part of the added cost of the higher benefits. This provision was approved despite opposition from the Administration.

Rail beneficiaries who are also entitled to Social Security benefits will have the 15 percent increase reduced by the amount of their Social Security boosts. However, such dual beneficiaries will receive at least a $10 increase in rail employe annuities and $5 for spouses and survivors, over and above their Social Security increases.

The increased benefits and the higher interest rate run to June 30, 1972, and meantime the Retirement Board is to make a study of ways to overcome the actuarial deficiency in the system. The Board is to submit its recommendations to Congress by July 1, 1971, thus giving the lawmakers a year in which to act on the report.

It was this time limit which persuaded some doubting congressmen to vote for the increase without any balancing hike in the payroll tax. They expressed the view that the study will yield recommendations to keep the increase in effect and put the system on a sound actuarial basis.

Staggers set the tone of the pleas for action when he declared: "I know I need not detail for the House the need for an increase in benefits for railroad retirees because the steady increase in the cost of living in recent years has severely hurt these people who are living on relatively small fixed incomes."

He pointed out that the benefit boosts covered by the bill will cost $350 million between last January 1 and July 1, 1972, and that the higher interest income will yield $200 million in that period, leaving a deficit of $150 million. The study, Staggers said, will seek ways to overcome this imbalance.

**State legislative representatives of railroad unions watch as Gov. Knowles of Wisconsin signs a bill requiring that motor vehicles provided by railroad companies for transporting employes in that state, be operated in a safe manner by qualified drivers. The maximum penalty for wilfully failing to comply with an order of the Commission is $500. Watching, left to right, are: E. L. Lee, legislative representative, Brotherhood of Maintenance of Way Employes; General Chairman Henry S. Gerth, legislative representative, Brotherhood of Railroad Signalmen; K. Schricker, legislative chairman, Brotherhood of Locomotive Engineers; W. E. McDonough, legislative director, United Transportation Union; and G. A. Hagen, alternate legislative director, UTU.**

**Two Nixon Administration spokesmen told the Senate Railroad Retirement Subcommittee that a key part of the House passed bill, H.R. 15733, is "totally unacceptable" to the administration.**

**This attitude presented difficulties for the measure and threatened Senate passage of the bill.**

**Treasury Under Secretary Paul Volcker and Assistant Budget Director Maurice Mann said the administration strongly objects to a provision in H.R. 15733 requiring the Treasury to pay interest on retirement funds at the highest rate being paid in the market on U. S. government bonds.**

**At present retirement funds draw interest only at the average market rate for government bonds. Changing from the average to the highest rates would mean $116 million a year more income for the retirement system.**

**Volcker said, "The administration wants the increase in benefits, which is justified, financed directly through an increase in the payroll tax" on rail employes and carriers.**

**Attorney Edward Hickey Jr. speaking for the RLEA told the Senate Retirement Subcommittee, not to make changes that "might complicate or delay action on this urgently needed bill."**

**Every member of the Signalmen is urged to write his Senator asking their support of the House version of H.R. 15733.**

**Last month's Journal listed the members of the Senate Labor and Public Welfare Committee, whose members make up the Railroad Retirement Subcommittee.**

# Canadian Signalmen Serve Demands

THE CANADIAN GENERAL Grievance Committee served Addenda Demands on the Canadian Railways on March 20.

One of the terms of settlement in the 1968-69 negotiations was the right for each Union to serve notice on the Railways prior to March 31, 1970 covering any matter that is a source of dissatisfaction and which is not common to all Unions in the group.

The Railways have the same right.

The Canadian General Grievance Committee decided at its meeting last August to make use of this right and a large number of items were agreed on to be served on the Railways.

The items include such things as protective clothing, life and accident insurance, scope rules, full expenses when required to work away from headquarters, free transportation and travel time to and from home on weekends. Additional overtime for employes paid on the guarantee rate, and several other matters in the individual agreements will also be handled with individual Railways.

Accordingly, notices were served on the Canadian National, Canadian Pacific, Ontario Northland and Toronto, Hamilton and Buffalo Railways.

The C. N. and C. P. served demands on the Signalmen which would have the effect of cutting out all overtime pay employes on the guarantee until the guarantee hours have been worked, for accumulation of rest days for up to thirteen weeks at the option of the Railway, and the right to change starting times on 36 hours notice.

The Executive Committee met early in May to go over the Railway's demands.

Grand Lodge Representative and General Chairman H. A. Stockdale reported meetings have been arranged with the C. N. and C. P. on May 7th and 8th which will be the start of some interesting negotiations.

Grand Lodge Representative A. N. Cotton and General Chairman C. R. Scott and members of the executive committee will represent the Signalmen at these negotiations.

Highlights of the demands that were served on the Railways are:

Revisions in the scope rule on the C. N. and the negotiating of such a rule on the C. P.

Skill differentials be added to and included in the basic rate.

Travel time paid at straight time rate for time travelled in boarding cars.

Full expenses, meals and lodging, for employes required to work away from their home station or boarding cars.

Free transportation and sleeping accommodations to their residence on weekends for employes required to work away from home during the week.

Travel time at straight time rate for time these employes spend travelling to their place of residence and to their work location.

Suitable living accommodations for road gangs, such accommodations shall be equipped and maintained suitable to the health and well-being of the employes. Lodgings shall include beds, mattresses, pillows, bed linen, blankets, towels, soap, washing and toilet facilities and maintained in a clean, healthful and sanitary condition.

Free insurance coverage for all employes covered by the agreement in the amount of $50,000 in event of death while in company's service. A maximum of $10,000 in event of injury in company service, such insurance to be in addition to Workmen's Compensation.

Protective clothing warranted by the type of work such employes are involved in, such as gloves, overalls and rubber aprons.

Employes required to work 60 feet or more above ground level on poles, cantilevers, slide fences, rock detectors or bridges be paid their regular wages and, in addition, will receive pro rata rate for all time worked thereon with a minimum bonus payment of one hour for which one hour's service may be required.

Maintainers shall not be required to operate track motor cars outside regular working hours or during adverse weather conditions unless accompanied by another person.

Grand Lodge Representative Stockdale stated that these demands served at this time have nothing to do with general wage demands that will be served in the fall.

**Canadian General Grievance Committee Seeks Rule Changes That Are A Source Of Dissatisfaction To Signalmen**

**RLEA Signing Health and Welfare Agreement**

**The Chief Executives of the Railway Labor Executives' Association met in Washington, D. C. to sign the Health and Welfare Agreement and to support pending legislation for a 15 percent increase in Railroad Retirement annuities at Senate Subcommittee Hearings.**

# Prompt Payment of Supplemental Annuities Assured

UNDER NEW LEGISLATION, (Public Law 91-215), signed by the President on March 17, 1970 supplemental employe annuities have been established as a permanent part of the railroad retirement program. The legislation provides for adequate pay-as-you-go financing of these benefits by employers so as to insure timely and full payment of supplemental annuities in the future. Although the amounts of benefits are unchanged, there are certain changes in conditions for entitlement which railroaders, particularly those at or near retirement age, should know. These changes are described below.

The supplemental annuity program, originally set up in 1966 and scheduled to expire in 1971, had run into financial difficulties. The financing proved to be insufficient mainly because the increase in the number of retirements on age and service was much steeper than had been expected at the time the cost estimates for that program were made.

The new legislation includes provisions for the forfeiture of the supplemental annuity by employes who continue railroad service after reaching a certain age. Employes attaining age 65 after 1973 will permanently lose their rights to a supplemental annuity if they continue in covered railroad employment after that age.

For older employes, a special schedule A of "closing dates" applies to the years 1971 through 1973 as shown below. The "closing date" is the last day an employe may work for a railroad and still retain his eligibility for a supplemental annuity.

It should be noted that an employe reaches a given age one day before his birthday. For example, an employe born on January 1, 1903 will attain age 68 on December 31, 1970 and will therefore have to retire not later than January 31, 1971.

Other examples of closing dates are: an employe was born on September 27, 1904 and attains age 67 on September 26, 1971. If he performs any compensated service after January 31, 1972, his entitlement closing date, he will not be entitled to a supplemental annuity. An employe was born on April 1, 1905 and attains age 67 on March 31, 1972. He must cease compensated service on or before April 30, 1972 the last day of the month after the month in which he attains age 67, in order to be entitled to a supplemental annuity.

The schedule applies to employes who already have at least 25 years (294 months) of service on their regular "closing date." However, if an employe has at least 23 but less than 25 years of service on his regular "closing date," he can continue in railroad employment after that date up to the date he first qualifies for a supplemental annuity. However, this exception does not apply if the employe is eligible, or becomes eligible, for a social security benefit on the basis of his own earnings before he qualifies for a supplemental annuity.

Employes should remember, that even one hour of compensated railroad service after the scheduled dates, will cost them entitlement to a supplemental annuity. This applies both to new retirees and to those now receiving supplemental annuities awarded under the old law.

For those employes who choose to continue railroad service, the regular annuity will be higher because of the additional credit for service and compensation plus the fact that they will receive the 7 percent increase that would otherwise not have been paid. However, in most cases, the employe will need about 4 more years of service for the increase in his regular annuity to make up for the loss of the supplemental annuity.

The chart below, Schedule B, is a comparison of retirement benefits for an employe who elects to continue working after the last date of his eligibility for a supplemental annuity. The employe who elects to forfeit his supplemental pension and works past age 65, will be entitled to receive the past and future increases under the basic retirement system which he would not have received had he elected to take his supplemental pension.

The illustrative amounts are for typical cases and computations are carried to age 70.

In each case, the starting point was the last date on which the employe could retire without losing his supplemental annuity. It was as-

**Special Schedule A**

| | Closing date is |
|---|---|
| For Employes age 68 or over in 1970 | January 31, 1971. |
| For Employes age 68 in 1971 | Last day of month following month age 68 is reached. |
| For Employes age 67 in 1971 | January 31, 1972. |
| For Employes age 67 in 1972 | Last day of month following month age 67 is reached. |
| For Employes age 66 in 1972 | January 31, 1973. |
| For Employes age 66 in 1973 | Last day of month following month age 66 is reached. |
| For Employes age 65 in 1973 | January 31, 1974. |
| For Employes age 65 in 1974 and later years | Last day of month following month age 65 is reached. |

sumed that on that date he had exactly 30 years of railroad service and that his creditable compensation was $318 for each service month before February 1969 and $650 for each service month thereafter.

The $318 average was the actual amount for all 1968 employes with 25 or more years of service who were age 65 or over, alive and not retired at the end of that year.

The annuities were computed according to law now (March 16, 1970) in effect for employes not entitled to social security benefits.

Employes nearing retirement age, who are not sure of their exact age, are advised to contact the nearest district office of the Railroad Retirement Board in order to establish proof of their age. They would thereby avoid the possibility of losing their eligibility for the supplemental annuity because of a finding that they are really older than they had thought.

| Schedule B | Age of employe | | | |
|---|---|---|---|---|
| Item | 68 in 1970 | 67 in 1971 | 66 in 1972 | 65 in 1973 |
| 1. Latest date for retirement in order to retain eligibility for RRR supplemental annuity | 1-31-71 | 1-31-72 | 1-31-73 | 1-31-74 |
| 2. Benefits for employe retiring on "latest date" | | | | |
| Regular annuity | $238.85 | $245.95 | $251.45 | $257.05 |
| Supplemental annuity | 70.00 | 70.00 | 70.00 | 70.00 |
| Total | 308.85 | 315.95 | 321.45 | 327.05 |
| 3. Regular annuity for employe retiring after "latest date" | | | | |
| 1 year later | 267.75 | 274.95 | 281.05 | 287.15 |
| 2 years later | 282.55 | 288.35 | 294.65 | 300.35 |
| 3 years later | - | 302.05 | 307.95 | 313.85 |
| 4 years later | - | - | 321.55 | 328.45 |
| 5 years later | - | - | - | 341.85 |
| 4. Loss of benefits for employe retiring after "latest date" | | | | |
| 1 year later | 41.10 | 41.00 | 40.40 | 39.90 |
| 2 years later | 26.30 | 27.60 | 26.80 | 26.70 |
| 3 years later | - | 13.90 | 13.50 | 13.20 |
| 4 years later | - | - | .10G | 1.40G |
| 5 years later | - | - | - | 14.80G |

## Live a Little Longer

# Suicides Increasing

**By Dr. William A. Sawyer**
**IAMAW Medical Consultant**

**(This column is copywrited by The Machinist and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)**

"Recently, a 22-year-old college student was found hanging from the frame of his closet door. He had been working toward a graduate degree in literature and was making adequate grades. His associates didn't know why he chose to kill himself. If this seems like an unusual occurrence, it shouldn't." So writes Dr. Betty Young O'Dell in the October issue of Presbyterian Life.

During 1966, the last year of complete statistics, 1,240 young men and women, between the ages of 20 and 24, committed suicide. Among college students, suicide is now the second most common cause of death. More than 21,000 persons of all ages killed themselves in 1966, and this is increasing year by year. Dr. O'Dell writes:

"Suicide is one of the ten top killers in our society." The church calls it a sin; the law calls it a crime; physicians think of it as a disease. Some writers glorify it, some consider it an honorable way out of life's troubles. In the medical profession, suicide that ends in death is referred to as successful.

### Suicide predictable

"Yet Dr. Mathew Ross, a recognized expert in this field, has said that suicide is predictable, the tendency recognizable, and the act preventable."

Dr. O'Dell says that the potential suicide is the person who feels lonely, whose problems seem too heavy, or who feels deep depression.

The number of suicides is increasing most rapidly among the young. Men over 40 account for most such deaths, however. Divorced, widowed or never married persons are much more apt to kill themselves than are those who are married. Alcoholics frequently commit suicide. It is not the poor who kill themselves, but the affluent, usually those who have lost much of their money. Women make more suicide attempts, yet men are more successful.

One of the most common misconceptions is that people who talk suicide never do it. Threats of suicide should never be ignored, however. One thing that all suicide-prone people have in common is depression. They feel useless, unloved and unhappy. A good rule to go by if you want to judge someone is whether you personally feel depressed after spending half an hour with them. If so, that indicates they are the ones that need help.

It is said that a suicide seldom takes place if there is a meaningful communication between such a person and someone who shows real interest in their welfare. It helps a lot to try to communicate with the lonely, the disenchanted, the depressed and the alienated of our society. The child who threatens to run away should be shown that someone really cares about him.

### Depression a symptom

Sometimes the person needing love and reassurance is someone in our own family. More often, it is someone with no family.

Perhaps we can all become suicide prevention centers, as Dr. O'Dell suggests.

# Las Vegas To Host Signalmen

ON AUGUST 17, APPROXIimately 200 members will attend the Brotherhood of Railroad Signalmen's 38th Regular Convention in Las Vegas, Nevada.

These members will attend as delegates and delegates-at-large representing Local and General Committees throughout the United States and Canada.

The Stardust Hotel has been selected as our Convention Headquarters. This hotel has every convention facility imaginable and was the first hotel built for conventions in Las Vegas.

The Stardust has hosted more than 300 conventions since opening and understands the unique requirements of conventions. Their staff is trained to provide every assistance necessary to assure a successful convention.

The Stardust South, with its gigantic meeting area, offers the finest complete convention facility in Las Vegas. Over 33,300 square feet of unobstructed convention space is available in the hotel.

Stardust restaurants serve an astonishing variety of foods ranging from the Polynesian dishes at the AKU AKU to the hearty simpler meals with home-baked breads and pastries in the Palm Room. The Moby Dick features fresh Atlantic seafood while visitors find the prime ribs and chicken dishes of the "Old South" at the Plantation Kitchen. The Cafe Continental is the home of the Lido Revue.

Las Vegas is known by many as the "Entertainment Capital of the World" and each year is discovered by millions of tourists.

Las Vegas is also the convention capital of the west, playing host to a record 266 trade shows, conventions and meetings during 1968.

The city's ability to handle this enormous number of conventioneers has resulted from the fantastic development of convention and banquet facilities in the resort hotels along the famed Strip. Anyone of a dozen hotels can and does handle single conventions or several at a time totaling up to 2,500 delegates. When it pools its resources the city can accommodate groups of up to 30,000 persons with room left over for another 20,000 tourists.

The growing popularity of Las Vegas as the ideal convention city has been aided by the same factors that draw 14.6 million visitors to the city each year: gaming, perpetual sunshine, almost unlimited entertainment and recreation potential.

In spite of all these distractions, over 50 percent of the groups meeting there found that convention attendance and registration set all-time high records.

While Las Vegas is discovered—and rediscovered—by millions of tourists every year, it was early in 1855 that Brigham Young dispatched a 30-man group from Salt Lake City with instructions to establish a settlement in the valley.

The war-like Paiute Indian Tribe conducted a number of devastating raids causing the Mormons to abandon the settlement.

Las Vegas became a city on May 15, 1905. The townsite was near the present Union Pacific depot at the west boundary of Fremont Street. The railroad literally created the city. Their announcement that they would establish a major division point at Las Vegas set off a two-day land auction that resulted in the sale of 1,200 residential lots for a total of $265,000.

For the next quarter century, until 1930, Las Vegas was a sleepy little railroad community. Then, as the rest of the nation began to sink into an economic depression, Las Vegas got its first big boost.

Congress approved the Boulder Canyon Project which culminated in the tallest concrete dam in the western hemisphere. This engineering marvel, Hoover Dam, stands today as one of the most popular tourist attractions in the nation.

World War II set off another economic and population boom as industry moved in bringing thousands of new residents. Shortly after the war far-sighted investors began to see Las Vegas as a year 'round resort area, and the era of the multi-million dollar hotel-casino was born.

On any given night, Las Vegas boasts of more top name entertainment, celebrities and dazzling stage productions than any other spot on the globe, per square foot.

Nowhere in the world is there such a vast cross-section of talent within a five mile radius. It is an undisputed fact that there are more entertainers and musicians playing before live audiences in Las Vegas than in any other city in the world.

It is not unusual to drive along the Strip or through downtown "Casino Center" and see the names of top Hollywood, Broadway and TV luminaries on hotel marquees.

The overall entertainment menu is subject to change on a week-to-week basis with individual stars; such as Red Skelton appearing in one hotel, and Frank Sinatra, Jr., and his dad appearing at the same time, at different hotels.

All this wealth of entertainment is served up continuously every day of the week. The usual pattern among the showroom restaurants is to present a dinner show starting about 8 p.m., then a late show about midnight.

There are no such things as 'tickets' for the myriad of shows in Las Vegas. The seating is made by table reservations, usually with a simple phone call to the hotel's Maitre'd or their show reservations office. Naturally, with all good showplaces, the earlier the call, the better choice of table.

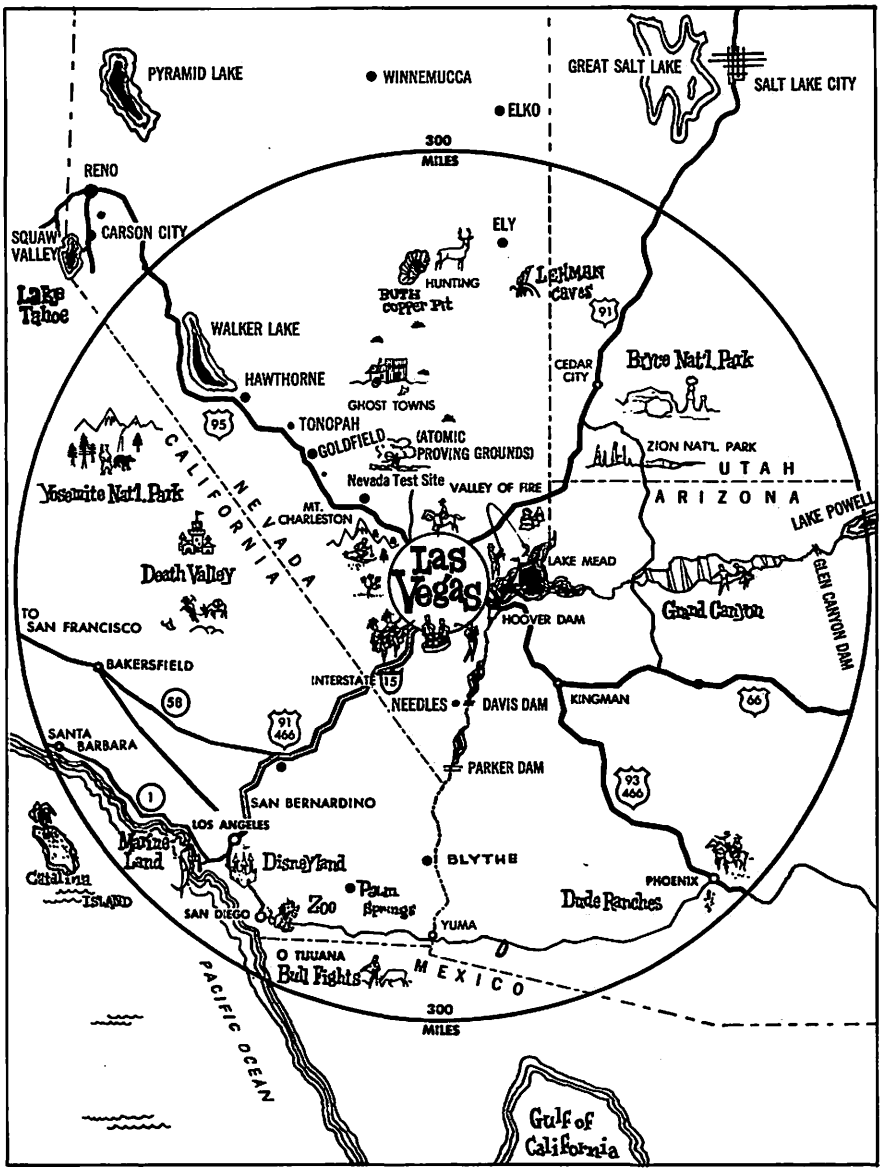
But one should remember that top entertainment in Las Vegas is not necessarily in the big showrooms. To keep the fun going, all hotels have theater-lounges which provide a continuous stream of top name stars.

Downtown Las Vegas, a glittering three block kaleidoscope of lights sometimes called "The Times Square of the West" but more generally known as "Glitter Gulch" or "Casino Center," achieves a wall-to-wall entertainment effect. Here, in more than a dozen clubs, including high-rise hotels, shows are not only continuous, but feature fast-paced musical combos, mod singing groups and stage acts that go on ad infinitum.

Though known world-wide for its indoor attractions the fabulous city of Las Vegas has been blessed with perhaps more than its share of outdoor distractions as well. There is never a shortage of things-to-do in the great outdoors, whether the visitor or participant or spectator in the year-long round of formal and informal diversions.

Of premier interest are bass filled Lake Mead and Hoover Dam on one side of Las Vegas and Mt. Charleston on the other.

Lake Mead, the big desert lake on the Las Vegas doorstep is a man-made lake that came into being at the completion of Hoover Dam in 1935. At that time, the Lake Mead National Recreational Area was formed and today it ranks at or



near the top in popularity among National Recreation Areas in the nation. In 1968, the most recent year for which figures are available, there were more than four million visitors in the area.

If the lake had been designed by experts, its hundreds of sandy coves and beaches along the five hundred mile shore line likely would be just where they are now. Both the popular lower basin and the larger upper basin abound with perfect spots for a picnic or a day of water skiing fun.

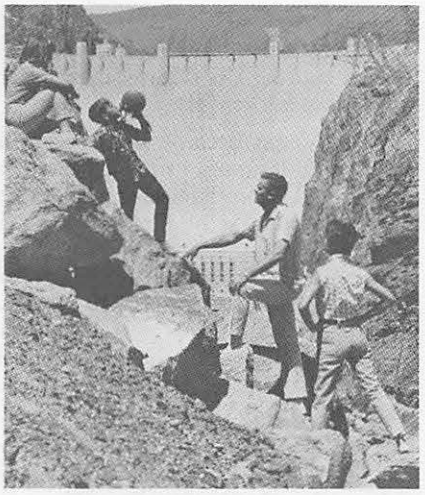
Hoover Dam was born of necessity. The Colorado River, for centuries, in its wild 1,400-mile descent from the lofty Rocky Mountains to the Pacific Ocean, had gourged great chasms such as Grand Canyon. Fed by melted snows in the spring and summer, the river yearly flooded low-lying farmlands along its route. Then in later summer and fall, the river dried to a trickle. Early settlers diverted water from the river with little success. There was either too much or too little. Floods destroyed crops, lives and property, and often crops and livestock withered and died when the river ran too low to be diverted.

The Congress in 1928 passed the Boulder Canyon Project Act, authorizing construction of Hoover Dam and the All-American Canal System. Construction of Hoover Dam started in 1931 and the dam began impounding water in its reservoir February 1, 1935. The Dam was completed 2 years ahead of schedule and dedicated by President Franklin Roosevelt on September 30, 1935.

Hoover Dam's regulation of the Colorado River assures municipal and industrial water for Los Angeles, San Diego, and other Pacific Southwest Cities. The 242 mile-long aqueduct has an annual capacity of 1,212,000 acre-feet, or a billion gallons of water a day. Five pumping stations lift this water 1,617 feet over mountain barriers between the Colorado River and the coastal plain.

Hoover Dam was selected by the American Society of Civil Engineers as one of this Nation's Seven Modern Civil Engineering Wonders. The Dam is still one of the world's largest hydroelectric installations, with a nameplate capacity of 1,344,800 kilowatts, provided by 17 large generating units. The Hoover Powerplant became the world's largest plant in 1939, but lost this distinction in 1949 to another reclamation development, Grand Coulee Dam in Washington, which has since been surpassed by others.

Hoover Dam's first generator, N-2, began commercial operation October 26, 1936, and the 17th and last generator went on the line December 1, 1961—25 years later.



**Hoover Dam, rises 726.4 feet above bedrock and provides many interesting features for young and old alike.**

Hoover Dam's approximate cost of $175 million is being repaid over a 50-year period with the exception of a $25 million flood allocation which has been deferred, without interest, until 1987. The project has grossed approximately $205 million, with a net return to the Federal Treasury above operating costs of nearly $110 million.

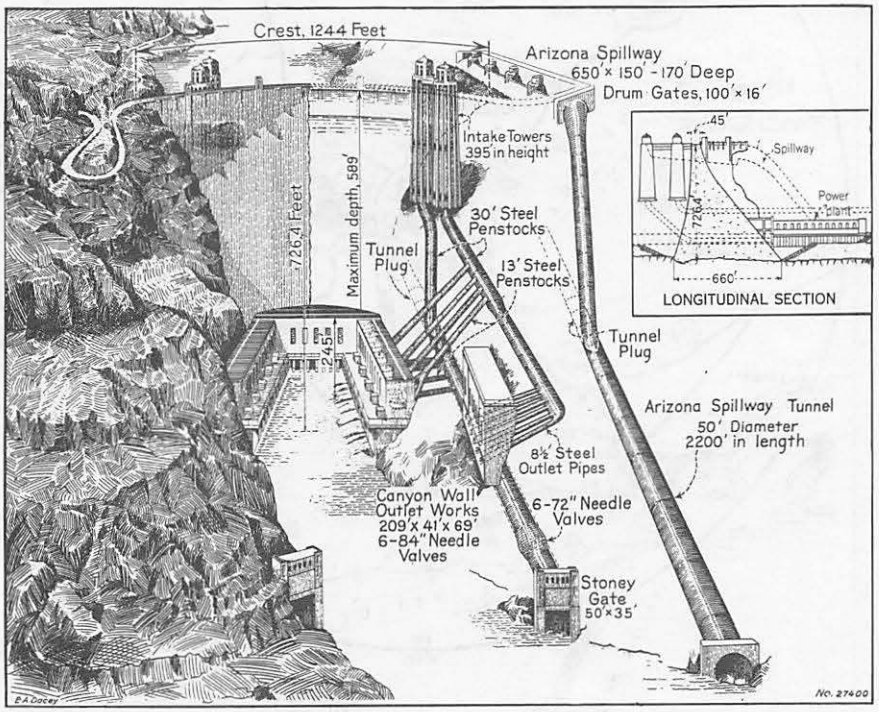
Hoover Dam energy is sold to both public and private agencies under contracts which expire in 1987. The City of Los Angeles Department of Water and Power and the Southern California Edison Co. operate Hoover Dam's generating equipment under contract as agencies of the Federal Government.

Hoover Dam was without precedent—the greatest dam construction of its day. This arch gravity dam, rising 726.4 feet above bedrock, still holds the distinction of being the western hemisphere's highest. And its reservoir, Lake Mead, backing up 115 miles behind the dam and capable of storing nearly 30 million acre-feet of water, is still this hemisphere's largest man-made reservoir.

At its base, Hoover Dam is 660 feet thick, 45 feet thick at its crest, and stretches 1,244 feet across the canyon. Some 4,400,000 cubic yards of concrete were placed in the dam, powerplant, and related structures.

Other outdoor attractions that Las Vegas boasts of, are the ten championship golf courses scattered over the area and is the home of three major PGA tournaments each year.

This season will see 17 golf tourneys, 24 race car events, a fishing




**Giant Hoover Dam, one of the engineering wonders of the world, each year attracts hundreds of thousands to the guided tour within the structure. A short 30-miles from Las Vegas, the dam has been visited by over 24 million persons since its completion in 1935.**

derby, a world-class high diving exhibition, 10 stock and horse shows, two circuses and a tennis tourney.

Not far from Las Vegas lies another spot which clearly qualifies as spectacular but which man had little or no part in creating. Timeless Valley of Fire State Park is 18,000 acres of some of the most forbidding, yet brilliantly colored desert and rock formations to be found anywhere on this planet. Man's initial visit to the moon may have revealed a similar, if less colorful landscape.

First inhabited by prehistoric man more than 20,000 years in the past, Valley of Fire was presumably, then as now, an inhospitable wilderness of howling sand. In tenuous cohabitation with early man was the giant ground sloth, today found only in the verdant jungles of South America. Both left their mark on the valley.

More recently, yet still dimmed by time, the valley was home to the early Pailete Indian tribes who left their mark in the form of petroglyphs, pictures etched onto the face of the sandstone, some 1,500 years ago. Today, descendants of the Pailetes live on a small reservation near Las Vegas.

In recent years, the area has been designated as a part of the Nevada State Park system and has been developed for the tourists.

One of the scenic attractions and perhaps the best known, is Elephant Rock, an unusual formation easily resembling the behemoth elephant of the type with roamed the earth millions of years ago.

Remnants of a petrified forest are found in the park, but visitors are cautioned to refrain from taking samples. The uncontrolled removal of pieces of this rare stone in the past has nearly depleted the original trees.

In the past few years, Valley of Fire has been the working locale for such Hollywood luminaries as Bert Lancaster, Lee Marvin, Claudia Cardinale, Gregory Peck and Eva Marie Saint. Movie producers and directors have "discovered" the remote parts of the valley as stark desolate setting for several "westerns."

Much of the Valley of Fire is trackless wasteland, not visited by tourists, and it is in this area the movie-makers find their best locales.

Delegates and their families visiting Las Vegas need not worry about what to wear wardrobewise. Though the watchword is "comfort", Vegas is keeping abreast of styles.

Cowboy boots, ten-gallon hats and levis are now passe, but the subliminal theme is still "come as you are" and at the same time be stylish.

**Lake Mead backs up the waters of the Colorado River for nearly a hundred miles to form an enormous recreation area which features the finest bass fishing, camping and boating in the West.**

The visitors fashions range from Mink coats to mini-skirts, from tight capris to smart dress sports wear and business suits for the men. While sports clothes for daytime wear are "in", the popular preference for a nocturnal outing is either a business or sports suit ensemble for men and cocktail dresses for women.

During the summer months when the mercury almost daily hits the 100-plus mark, a wear-what-you-like attitude prevails.

While the temperature is high in the summer months, the outdoor type will find the desert summer pleasantly balanced by low humidity. The average is 20 percent or less, making the area's outdoor recreation facilities popular throughout the year.

Las Vegas is served by every form of transportation. It is on the Union Pacific's main line between Los Angeles and Salt Lake City. The "City of Los Angeles" Domeliner is a daily train running between Chicago and Los Angeles. The 2,000 mile run from Chicago is a two night ride, leaving Chicago in the evening and arriving in Las Vegas on the second morning. This train, operated by the Milwaukee Road to Omaha, leaves Chicago's Union Station at 6 p.m.

Seven major airlines serve Las Vegas through McCarran International Airport with 254 flights daily. Small private aircraft are received at two separate facilities set aside for their use.

Three transcontinental bus lines also serve the area.

By automobile, modern highways and freeways link Las Vegas with cities in any direction; Los Angeles is only 285 miles away.

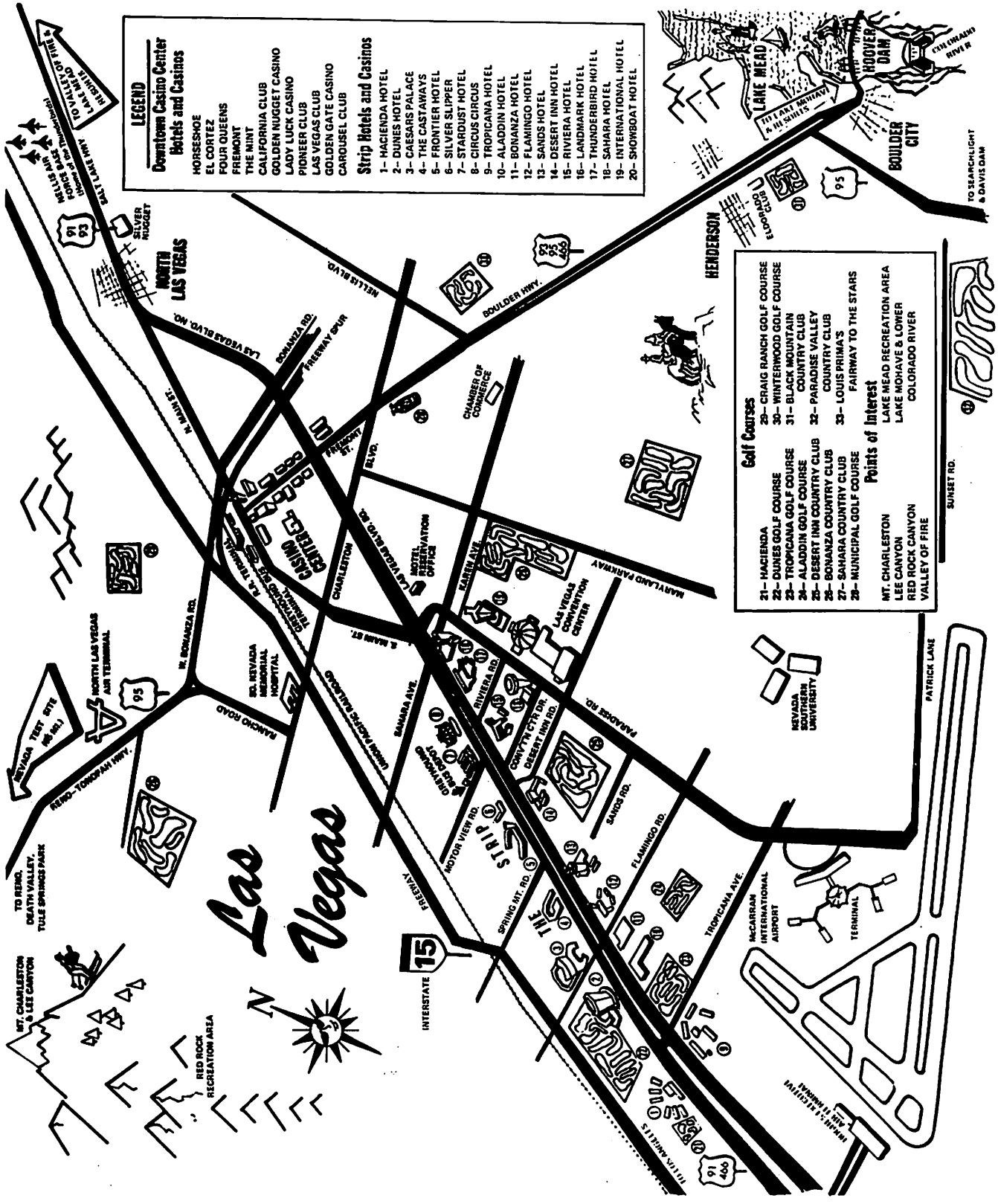
## Car Costs 11.9¢ A Mile

THE BIGGEST EXPENSE IN running a car is the cost of depreciation and maintenance. The average American motorist also pays more for his garage, parking and tolls than he pays to maintain his share of the nation's highways through taxes.

The cost per mile of operating a car has been released by the Federal Highway Administration of the U.S. Department of Transportation. The study shows it costs the average motorist 11.9 cents per mile to own and operate his car.

Depreciation accounts for 3.2 cents of the total; maintenance, accessories, parts and tires cost another 1.9 cents. Gas and oil cost 1.9 cents; insurance 1.7 cents; 1.8 cents goes for garage, parking and toll fees and 1.4 cents goes for state, federal and local taxes.

# Las Vegas Has Many Points Of Interest In A Very Few Miles, As Shown On This Map



# Congressmen Want, Read Letters From Constituents—Rep. Udall Says

A CONGRESSMAN HAS A "hot line" to his constituents—the postman's mailbag.

Rep. Morris K. Udall (D.-Ariz.) recently pointed out that letters are important to a congressman, but that very few citizens ever take pen in hand and express an opinion to the man who represents them in Congress.

He attributes this reluctance to two popular misconceptions: (1) Congressmen have no time or inclination to read their mail, and (2) one letter won't make a difference anyway.

"I can state flatly that these notions are wrong," the Arizona Democrat said.

"I read every letter written me by a constituent; a staff member may process it initially, but it will be answered and I will insist on reading it and personally signing the reply.

"On several occasions I can testify that a single, thoughful, factually persuasive letter did change my mind or cause me to initiate a review of a previous judgment. Nearly every day my faith is renewed by one or more informative and helpful letters giving me a better understanding of the thinking of my constituents."

To congressmen, mail is more important today than when sessions were shorter and they spent more time at home in their districts. Thus they are forced to rely on the mails to bring in opinion from constituents to help congressional opinion on legislative matters.

As an aid to those 10 percent already familiar with writing their congressman and as a spur to those who have not written, Rep. Udall offers the following suggestions:

Address it properly. For congressmen the address is "Hon. John Smith, House Office Building, Washington, D.C. 20515." For senators, "Senator Bill Jones, Senate Office Building Washington, D.C., 20510."

Identify the bill or issue. The bill number or popular title, such as "minimum wage," will help identify what you are concerned with out of the 20,000 bills introduced in each Congress.

The letter should be timely. A letter that arrives after a bill is out of committee or passed by the House may make it impossible for a congressman to be of assistance.

Concentrate on your own delegation: The representative of your congressional district and the senators of your state cast your votes in Congress and want to know your views.

Be reasonably brief.

Student letters are welcome.

The congressman also offers some "do's" and "don'ts" of writing to a representative. They are:

DO'S

Write your own views—not someone else's. A personal letter is far better than a form letter or a signature on a petition. "Form letters often receive form replies," Rep. Udall said.

Give your reasons for taking a stand. Simple opposition without background reasons give a congressman little basis to work from.

Be constructive. "If a bill deals with a problem you admit exists, but you believe the bill is the wrong approach, tell me what the right approach is," the congressman stated.

Say "well done" when it's deserved. "Congressmen are human, too, and they appreciate an occasional 'well done' from people who believe they have done the right thing."

DON'TS

Don't make threats or promises. Reasons may change a congressman's mind, but threats probably won't.

Don't berate your congressman. "You can't hope to persuade him of your position by calling him names."

Don't pretent to wield vast political influence. "Write your congressman as an individual—not as a self-appointed spokesman for your neighborhood, community or industry. Unsupported claims to political influence will only cast doubt upon the views you express."

Don't become a constant "pen pal." Don't try to instruct your congressman on every issue and don't complain if his votes do not match your thinking every time. "Remember, he has to consider all his constituents and all points of view."

Don't demand a commitment before the facts are in. There are two sides to every issue, and the bill may be changed by amendment so that opposition becomes support.

Congressmen need help in casting their votes. "The 'ballot box'," says Congressman Udall, "is not far away. It's painted, red, white and blue, and it reads 'U.S. Mail.'"

**What A Way To Run A Railroad**

**Some of the auto drivers of Waterloo, Iowa were somewhat shook up a while back when they encountered a full-fledged railroad caboose lurching down the street. They soon learned that the old relic wasn't on the loose, but was being towed to a local park. Seems that it had been donated to the city.**

# news from Canada

THE LIKELIHOOD OF A RECESSION has become Canada's number one economic problem and continued pursuit of the Government's prices and incomes policy will make it even more acute, the Canadian Labour Congress reported recently. Not only was the program of the Prices and Incomes Commission ineffective and likely to introduce serious inequities, but it could have serious detrimental effects in future months.

The CLC devoted a major part of its 15,000-word memorandum to the federal government to economic matters. Other sections dealt with various other topics of concern to the organization's 1,650,000 members, ranging from social programs to international affairs.

"We are deeply concerned with the kind of policies which your government is pursuing for the purpose of combatting inflation," the memorandum said. "We are fearful that these policies, which were put into effect last year, will aggravate and prolong the unemployment problem this year and beyond, and at the same time have only a negligible effect on the overall price problem in Canada."

A high degree of economic restraint was already being applied to the economy through tight fiscal and monetary policies which the government put into effect some time ago.

"The hard fact of the matter is that, because of the considerable time lags inherent in these general policies, there is already a built-in demand restraint in the economy which cannot be revoked," the CLC continued. "The full impact of these policies on output and employment will be felt in the months to come. Any additional demand restraint would only exacerbate the unemployment problem. At the same time, the present degree of restraint will soon have an appreciable dampening effect on the rate of wage increases, as is always the case under recessionary conditions."

It was pointed out that tight monetary policies are always inequitable, striking with considerable force on provincial and municipal governments, smaller businesses, potential home owners, and regions lagging in economic growth and employment.

"Latest indications are that both the United States and Canada are moving into a recession", the CLC said. "We thus believe it to be imperative that your government should now seriously consider moderating the present degree of restraint. . . . Even with an easing of restraint now, it is highly unlikely that recessionary conditions and high unemployment can be avoided this year.

" . . . As long as the present tight demand restraint policies continue, virtually nothing can be done to reduce unemployment, or indeed, to avert an even higher rise in unemployment."

The CLC said the Prime Minister had expressed an intention to allow unemployment to rise if this was considered necessary to curb inflation:

"We are concerned that your government seems to be indifferent to the human, as well as the economic, costs of rising unemployment. The prospect of hundreds of thousands of unemployed people in this country, as well as the inconsiderable loss of output of goods and services, cannot be regarded lightly.

"We are equally disturbed that to date little has been done about structural unemployment problems in various regions of the country, problems which persist especially in the Atlantic provinces and in many parts of the Province of Quebec."

As far as the Prices and Incomes Commission was concerned, the CLC made it clear that recently held and widely publicized conferences, sponsored by the Commission, had served only to confirm organized labour's worst fears. At the outset the Commission, disregarding the terms of reference which called for a full investigation of the causes of inflation, jumped to the conclusion that voluntary guidelines were the solution. This approach had been proved unworkable in other countries and had already been rejected by the Economic Council of Canada after careful study.

One of the most serious weaknesses was that guidelines were extremely inequitable because they could not be made to apply to all forms of income. This had been borne out in the statement issued at the conclusion of the National Conference on Price Stability. Export industries, which comprised a considerable part of the country's economy, were exempted from the program. There was no reference to rents, and at the subsequent conference with the provincial governments there was also no assurance of effective action to control rents. Real estate speculation was not even mentioned. Commitments by professional groups to restrict fee increases were vague. There was little assurance of any effective action in the construction industry. Endorsation of the program by the transportation, telecommunication and utilities industries left much to be desired, merely calling for 30 days' notice of rate increases. The section dealing with chartered banks was almost meaningless.

The CLC suggested consumers could find little hope for protection in the price review method proposed by the Commission. It would apply only in selected instances and then in secret. Effective price control could only be implemented by

"A huge government bureaucracy, which would be politically unacceptable except under wartime conditions, as well as physically impossible to set up in time to monitor a broad range of price increases in 1970."

The inflationary conditions which had been felt in Canada, and which now appeared to be subsiding, were attributed almost wholly to circumstances in the United States which affected the Canadian economy and to "unwise fiscal and monetary policies in both countries." Private parties were not responsible for creating an inflationary environment, rather they responded to it.

The CLC explained:

"Wage settlements are highly sensitive to general economic conditions, whether those conditions are inflationary or deflationary. An examination of trends in collective agreements indicates that wage settlements tend to be lower in a recession and higher in an expanding economy. The same applies to profits. Wages and profits are heavily influenced by the business cycle with profits taking the lead and wages lagging behind when the economy emerges from a recession. On the other hand, when the economy begins to turn downward, profits, again being a leading indicator, are the first to decline, followed shortly after by a decline in the rate of wage increases."

Canada's system of social legislation is far from complete, the Canadian Labour Congress told the government in its annual presentation to the cabinet the CLC outlined its views on various aspects of social legislation.

Emphasis was placed on the need for a guaranteed income which would assure every Canadian of a place above the poverty level. While there was endorsation for the Medical Care Act, the CLC said it fell short in some respects. There was particular criticism on Ontario being allowed to include commercial carriers as medicare agencies.

"We fail to see how insurance companies can be regarded as operating on a non-profit basis," the memorandum said. "We similarly find objectionable the introduction of a deterrent fee under the Saskatchewan legislation."

The government was commended for improving the pensions of federal government superannuates and was urged to apply a cost of living escalation clause to all pension schemes in its jurisdiction.

# Congress Ends Shopcraft Dispute

THE 1968 WAGE DISPUTE BETWEEN FOUR SHOPCRAFT UNions and the nation's railroads ended on April 9th when President Nixon signed a bill imposing a settlement.

Final settlement came after 17 months and two days and two acts of Congress.

The two year contract covering 1969 and 1970 gives more than 80 percent of the shopcraft workers involved, pay boosts of 68 cents an hour. Currently, their average hourly wage is $3.60.

The Sheet Metal Workers had rejected the tentative agreement because of work-rule changes that it claimed would wipe out many of its members jobs.

Sheet Metal Workers Vice President John W. O'Brien said "Never in the history of this country—including actions in time of war—has involuntary service of working men been enforced with the arbitrary power of government. We were never before made involuntary servants."

Rep. Harley O. Staggers of West Virginia, sponsored the Joint Resolution in the House and said it was a distasteful act. "If our boys were not fighting on foreign soil, I can assure you this bill would not have come out of my committee."

This legislation put into effect, with one minor change, the tentative agreement accepted by leaders of all four unions last December 4th.

The agreement was ratified by members of the Machinist, IBEW and Boilermakers & Blacksmiths at that time.

The one change in the agreement which Congress ordered, fixed February 19 as the effective date of one 7-cent hourly increase for mechanics. The change in date of the 7-cent increase cost shopmen $23 a piece, union representatives pointed out. They had urged Congress to set that date at December 17, the date on which three of the four shopcrafts ratified the agreement.

Machinist Vice President William Winpisinger explained that no other retroactive wage payments are affected by the law. They began on January 1, 1969. Back pay is estimated to come to more than $600.

The IAM Vice President stated, "We have fought with every power available to us, the denial of the railroad shopmen's legitimate right to strike.

"If Congress had not been waiting in the wings, guaranteeing to railroad lobbyists that there would never be a railroad strike, this dispute would have been settled months ago and on more favorable terms."

Congress voted to set the following effective dates for shopmen's raises:

Jan. 1, 1969—2 percent for all employes plus 5 cents an hour for mechanics.

July 1, 1969—3 percent for all employes plus 5 cents an hour for mechanics.

September 1, 1969—10 cents an hour for all employes.

January 1, 1970—5 percent for all employes.

February 19, 1970—7 cents an hour for mechanics.

April 1, 1970—4 cents an hour for all employes, (this is in lieu of a cost-of-living escalator clause).

August 1, 1970—4 cents an hour for all employes, (in lieu of a cost-of-living escalator clause).

The agreement also provides that:

Doubletime be paid shopmen for the seventh consecutive day worked.

The requirement of 16 hours notice of force reduction be eliminated only in the case of acts of God or strikes, and then anyone not previously notified who reports to work will get four hours call-in-pay.

Limited crossing of craft lines will be allowed to permit incidental work at running repair locations not designated as outlying points. Incidental work cannot comprise a preponderant part of the total work involved in any assignment.

In any dispute about whether or not work is "incidental" the shop committee may request that the assignment be timed by the parties. If the incidental work exceeds the time required to perform the main work assignment, a claim will be honored by the carrier for the actual time at pro rata rates required to perform the incidental work.

# Penn Central's Plans To Drop All East-West Service Opposed By NARP

IF PENN CENTRAL'S PETITION TO DISCONTINUE ALL OF ITS east-west passenger trains is granted, the most densely-populated quarter of the nation will be without direct intercity rail service, according to the National Association of Railroad Passengers.

PC announced on March 6 that it would seek permission to drop 48 trains operating in the east and midwest, including such famous name trains as the New York-Chicago "Broadway Limited," the New York-St. Louis "Spirit of St. Louis" and the Cincinnati-Chicago "James Whitcomb Riley."

The Interstate Commerce Commission ordered hearings throughout the area served by the trains. The hearings were run simultaneously in a number of localities. The April 27 hearings were limited to presentation of PC's financial data. Public witnesses were heard at the subsequent hearings.

A Federal judge ordered Penn Central to keep in service all passenger trains through the Midwest until October 1, adding six weeks to a delay ordered earlier by the Interstate Commerce Commission.

The additional delay was requested by the many cities effected and by public utility commissions in several states, who contended they couldn't send representatives to various ICC hearings set up simultaneously because of the number of trains involved.

NARP announced that it would fight the move "with all our resources before the Interstate Commerce Commission and, if necessary, the courts." NARP has members in every state and abroad.

"Discontinuance of these trains will wipe out or seriously dislocate intercity service for an area with a total population of more than 50 million people," said NARP Chairman Anthony Haswell.

"One of the most serious aspects of PC's proposal is that it would remove the foundation upon which a workable national rail network could be built to relieve the critical congestion on our highways and in the air," Haswell declared.

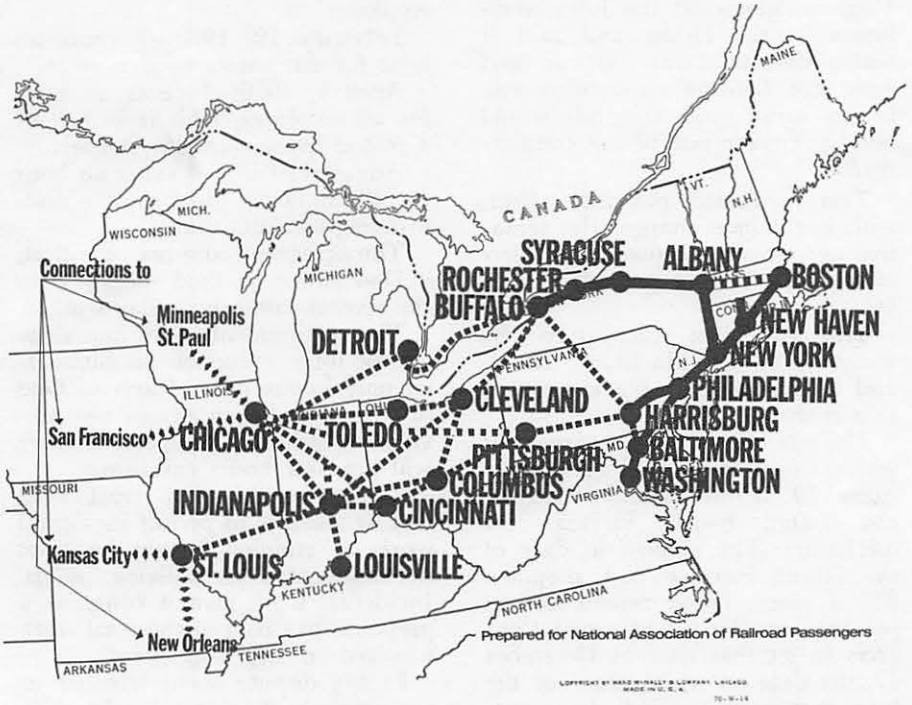
Elimination of these trains would sever connections between New York and Chicago and New York and St. Louis. Direct connections between mid-western metropolitan areas such as Cleveland, Pittsburgh, Indianapolis, Detroit, Cincinnati and Columbus would also be severed.

NARP pointed out that the abandonment would also adversely affect western carriers by eliminating rail connections from the east.

"The success of Penn Central's own Metroliner service in the northeast corridor is proof that people will use the trains if good, reasonably fast service is provided," Haswell said.

"Over 700,000 passengers, many of them former air travelers, used these trains in their first year of operation.

"It is our hope, and the hope of many others, that similar service can be instituted in other corridors around the country. The possibility of getting such service will be diminished if not eliminated if Penn Central is allowed to get away with this 'public-be-damned' proposal," Haswell asserted.




**WHAT PENN CENTRAL'S PASSENGER SERVICE ABANDONMENT PLAN WOULD DO**

**The broken lines on this map show PC passenger rail service that now exists but would be eliminated if the railroad's petition for discontinuance of all its east-west service were granted. Urban centers with a total population of over 50 million would be affected. All direct rail connections between New York and Chicago and New York and St. Louis via such cities as Philadelphia, Newark, Harrisburg, Pittsburgh, Fort Wayne, Albany, Syracuse, Buffalo, Cleveland, Toledo, Columbus, Cincinnati and Indianapolis would be severed. The National Association of Railroad Passengers asserts that the massive abandonment program involving 48 trains would totally wreck the present inter-city rail network.**

"Too bad we're not camels, isn't it?"

# Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

---

**Atlanta, Ga. 30303.** Thomas J. Lewis, Jr., Suite 400, The Equitable Building
Tel. (404) 522-4229

**Baltimore, Md. 21202.** Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

**Bergenfield, N. J. 07621.** Charles J. Tyne, 104 N. Washington Ave.
Tel. (201) 384-9433

**Birmingham, Ala. 35203.** Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.
Tel. (205) 328-8141

**Boston, Mass. 02108.** Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. (617) 542-3270

**Chicago, Ill. 60602.** Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. (312) 782-5925

**Cleveland, Ohio 44114.** Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. (216) 771-4515

**Denver, Colo. 80202.** Alex Stephen Keller, 316 Symes Bldg.
Tel. (303) 255-3603

**Fort Worth, Tex. 76102.** Winfred Hooper, Jr.
Hooper, Steves & Kerry
200 Fort Worth Club Bldg.
Tel. (817) 335-9377

**Fort Worth, Tex.** Contact George L. Schmidt, at Houston, Texas 77004.

**Houston, Tex. 77004.** George L. Schmidt, 4714 Fannin
Tel. (713) 526-1564

**Houston, Texas 77002.** Norman R. Jones,
1010 Houston First Savings Bldg.,
Tel. (713) 225-0663

**Kansas City, Mo. 64105.** Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. (816) 421-5411

**Kansas City, Kans. 66101.** Payne H. Ratner, Suite 224, One Gateway Center Office Bldg., 5th at State Street
Tel. (913) 321-2619

**Los Angeles, Calif. 90012.** Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. (213) 629-2214

**Los Angeles, Calif. 90005.** George E. Bodle, 3540 Wilshire Boulevard.
Tel. (213) 385-3601

**Miami, Fla. 33130.** Green and Hastings, 312 Biscayne Building, 19 West Flagler Street.
Tel. (305) 377-9481

**Minneapolis, Minn. 55402.** Eugene Rerat, 1100 First National Bank Bldg.
Tel. (612) 339-9231

**New York, N.Y. 10017.** John V. Higgins, 535 Fifth Ave.
Tel. (212) 986-1377

**Oakland, Calif. 94612.** Clifton Hildebrand, 1212 Broadway
Tel. (415) 451-6732

**Pittsburgh, Pa., 15230.** Robert B. Ivory, 711 Frick Bldg.
Tel. (412) 471-3740

**Salt Lake City, Utah 84101.** Wayne L. Black, 530 Judge Bldg.
Tel. (801) 364-3566

**San Antonio, Tex. 78205.** George L. Schmidt, 1515 NBC Bldg.
Tel. (512) 227-7565

**Seattle, Washington 98104** Piehler & Allerdice
924 Arctic Bldg.
Tel. (206) 624-4700

**Syracuse, N.Y. 13202.** J. Murray Dunn, 707 State Tower Bldg.
Tel. (315) 422-0303

**Tucson, Ariz. 85719.** John P. Somers, 2016 East Broadway
Tel. (602) 623-6111

**Vicksburg, Miss. 39180.** James B. Ramsey, First National Bank Bldg.
Tel. (601) 636-5561

**Wichita, Kans. 67202.** Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. (316) 262-6423

**Wichita, Kans. 67202.** John C. Frank, 615 Union National Bldg.
Tel. (316) 264-0346

# YOUR WASHINGTON Reporter

By Richard J. Calistri

THE OUTLOOK FOR RETIRED rail workers brightened considerably in recent weeks with the resumption of payments of the supplemental Railroad Retirement annuities and moves by Congress to increase regular Railroad Retirement pensions by 15 percent, retroactive to January 1.

Under the law signed by President Nixon, the supplemental pensions are set up on a permanent basis for the first time, with the carriers paying the full cost. The Railroad Retirement Board periodically will examine the supplemental fund to determine just what the cost will be to the carriers.

These annuities are over and above regular Railroad Retirement and range from $45 a month for employes aged 65 or over who retire with 25 years of service to $70 after 30 years of service. The supplemental annuities are paid only to employes who have retired since July 1, 1966, and in the future.

The legislation also sets new qualifications whereby employes who are 68 or older this year must retire or forfeit their supplemental pension. This age is then scaled down each year until 1973 when employes reaching age 65 will lose their rights to the annuity if they remain on the job.

Past-due supplemental annuity checks went out to nearly 60,000 eligible retirees within hours after President Nixon signed the measure into law.

Meanwhile, a bill to increase regular Railroad Retirement benefits by 15 percent was moving through the House. At this writing, the measure had already won approval by the House Interstate Commerce Committee and the Rules Committee had readied the bill for quick floor action.

In addition to the retroactive increase in benefits—the same as the increase in Social Security—the bill provides for a two-year study by the Railroad Retirement Board of ways to bring the income and outgo of the retirement system into balance.

* * *

There has been a favorable response to an unusual proposal that Chicago & North Western employes buy the 11,500-mile line. The proposal came from C&NW President Larry S. Provo after a merger deal with the Milwaukee Road fell through.

Under the Provo plan, a new corporation would be formed to buy the C&NW assets from Northwest Industries, the conglomerate owner of the line. Stock then would be made available to employes on an "ability to pay" basis.

For example, workers earning up to $10,000 would be permitted to buy up to $5,000 in stock in $500 units. Executives with salaries over $30,000 could buy up to $100,000 in stock.

Selling price would be the same as a sale offer made to the Milwaukee Road after the merger agreement ended—$30 million, plus assumption of the C&NW's $340 million debt and other obligations.

Leaders of a number of rail unions have expressed keen interest in the plan and Provo reports a "tremendous" employe reaction to his idea.

* * *

The Penn Central's plan to seek discontinuance of virtually all of its East-West passenger service apparently has jerked Congress to action on legislation to save passenger trains through federal subsidies.

The Senate Commerce Committee approved a $435 million subsidy and equipment-buying program while a similar measure is pending in the House Commerce Committee.

The bill provides that the Secretary of Transportation and the Interstate Commerce Commission will jointly propose to Congress a basic system of "essential" passenger trains and suggest which railroads should run them. These "essential" trains would then be eligible for subsidies.

A total of up to $60 million a year for four years would be provided for direct subsidies for these trains. Another $60 million annual maximum would be available to the Transportation Department to buy new passenger equipment for lease to the operating railroads.

As the measure ground slowly through the legislative gristmill, passenger service continued to deteriorate.

The famed California Zephyr, a luxury transcontinental train, made its last run between Salt Lake City and San Francisco, thus ending all passenger service on the Western Pacific.

Other portions of the Zephyr, operated by the Burlington and the Denver & Rio Grande between Chicago and Salt Lake, have been sharply curtailed to a three-day-a-week service.

In addition, the ICC allowed the Southern Pacific to curtail operations of its West Coast "City of San Francisco" to three days a week, meshing it in with the skeleton Zephyr service.

Meanwhile, the Commission announced that it will conduct a thorough investigation into the Penn Central's request to discontinue its East-West passenger service.

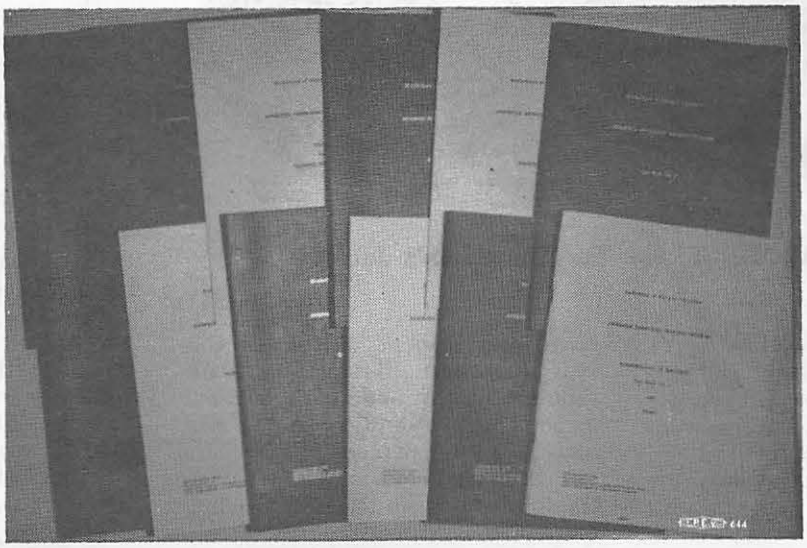
* * *

Also moving through the Congressional gristmill at this writing was legislation aimed at establishing broad federal rail safety rules and regulations.

A House Interstate Commerce subcommittee opened hearings on House versions of the rail safety bill passed by the Senate last year. First witness to appear before the committee was Transportation Secretary John A. Volpe who said rail safety legislation is "essential."

However, he urged some modifications of the Senate-passed bill, including deletion of the provision which would keep in force rail safety laws already on the books.

# Now Available



## Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. P. T. Drummond, Secretary-Treasurer
**Brotherhood of Railroad Signalmen**
**2247 Lawrence Avenue**
**Chicago, Illinois 60625**

.....
(Date)

**Please send me.....copy(s) of the B of R S Apprentice Signalman Training Program Text:**

**No. 1 ☐ @ $1.75 each**
**No. 2 ☐ @ $1.75 each**
**No. 3 ☐ @ $1.75 each**
**No. 4 ☐ @ $1.75 each**
**No. 5 ☐ @ $1.75 each**
**No. 6 ☐ @ $1.75 each**
**No. 7 ☐ @ $1.75 each**
**No. 8 ☐ @ $1.75 each**

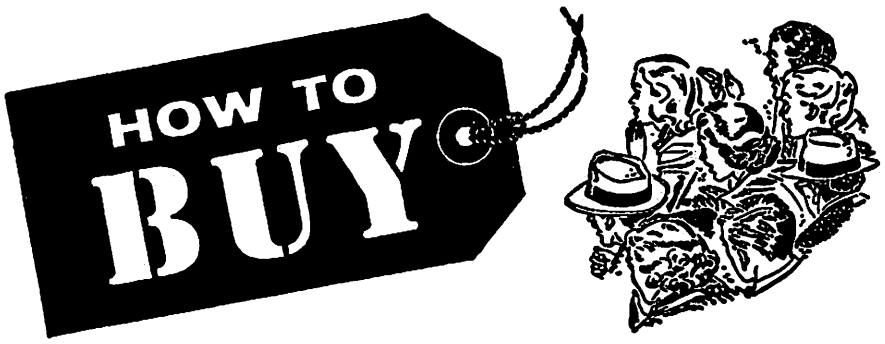
**I am enclosing check/money order in the amount of $..... to cover cost of publication and mailing.**

.....
(Name) (Local No.)

.....
(Address)

.....
(City) (State) (Zip Code)

*Please make checks or money orders payable to:*
*P. T. Drummond, Secretary-Treasurer, BofRS*




**By SIDNEY MARGOLIUS, for The Signalman's Journal**

WORKING FAMILIES TRYing to help their children through college are being especially hit by President Nixon's recent veto of an appropriation of one billion, two hundred thousand dollars for national education and health needs.

The increased funds voted by Congress, among other needs, would have made more money available for National Defense Student Loans.

The colleges, especially the state and metropolitan universities who provide educational facilities for most low-income youngsters, had been counting on these funds to provide low-cost student loans.

But the veto has forced colleges to cut back on their "Defense" loans. As a result, thousands of students already are reported to have been forced to leave school this term because of lack of funds.

The bill passed by Congress would have increased the appropriation for "Defense" loans to two hundred twenty-nine million dollars a year instead of the present one hundred sixty-one million dollars reports Edward Sanders, vice-president of the College Entrance Examination Board. The present level of funds already represents a cutback from the one hundred ninety-one million dollars the government provided last year. Because of the cutback, college financial authorities expect only about one hundred thirty-five million dollars may be available for next year.

Colleges have had to resort to a number of emergency measures to try to keep financially-needy students in school, reports Allan Purdy, Director of Student Financial Aid at the University of Missouri.

For example, the University of Missouri had $137,000 less available in federal student aid funds this year than last. But at the same time the student body had increased 5 percent and tuition and board had gone up 7 percent. Thus, there has been less money available to try to cover more students needing more help—a three-way bind.

Purdy bridged the gap partly this year by taking $135,000 from university endowment funds. This merely postpones the problem since that money won't be available for future aid for needy students.

At Rutgers College in New Jersey, Howard Twitchell, Director of Student Financial Aid, reports that the college already has been forced to reject some applications for loans and reduce the size of others. Twitchell expects a severe problem next fall "if we don't get help."

Other colleges have tried to meet the loan shortage temporarily by borrowing money from commercial lenders to give loans to students, as did the University of Indiana, or by delaying collecting fees to give needy students additional time to raise the money. Even so, some students had to leave because the colleges could not give them a firm promise of loans.

It has become obvious that President Nixon is committed to passing educational costs on to the students and families themselves by making it necessary for them to get the so-called "guaranteed" loans from banks rather than the lower-cost "Defense" loans.

The "Defense" loans carry an interest rate of only 3 percent a year. The interest does not start accruing until a year after graduation.

While the funds are provided by the government, students apply for such loans directly to the colleges. They may take up to ten years after graduation to repay. If they go into teaching, 10 percent of the loan will be cancelled for each year of teaching, up to 50 percent of the loan.

The other government-sponsored program is the "guaranteed" loans. The student must apply for these at local banks, savings associations and credit unions. Insurance companies also are eligible to make these loans. But a state agency has to approve the loan, since the state guarantees repayment.

If "adjusted family income" (taking into account size of family) is under $15,000 a year, the federal government pays the 7 percent interest on these "guaranteed" loans while the student is still in school. Families with adjusted income over $15,000 also can get these loans but must pay the full interest from the time the loan was taken out.

In addition to the 7 percent interest paid by the student, the federal government currently is paying the banks and other lenders an additional 2 percent to encourage them to make these loans. But despite the 9 percent interest they get, the willingness of banks and other lenders to make these loans is spotty. Some banks, for example, will give these loans only to present depositors and some even just long-time customers.

Still, the "guaranteed" loans may be the only solution for many students who have tuition bills to pay for the spring or coming fall semester, says Rodney Harrison, Director of Student Financial Aids at Ohio State University. Harrison, who also is chairman of the College Scholarship Service, reports that his own university this year got only 53 percent of the Defense Act loan funds it needs. It asked for one million, six hundred twenty thousand dollars, but got only $818,000 to cover 43,000 students.

"The money is gone now," Harrison says. "Now we have students coming up for the spring quarter. The major attrition may be this spring if we can't find some money."

The irony is that the Defense Act program costs the government about the same amount it pays to subsidize the "guaranteed" loans made through the banks. But the Defense Act loans not only cost the students less in interest but direct more of the available funds to youngsters most in need. Many of the "guaranteed" loans go to middle-income families.

## Low-Income Families Hurt Most By State, Local Taxes

A STUDY OF TWO ECONomists shows that the regressive nature of state and local taxes puts the heaviest share of their burden on families with the lowest incomes.

The study, undertaken by Professors Stephen S. Lile of the University of Richmond and Don M. Soule of the University of Kentucky, was reported on in a recent issue of the National Tax Journal.

Based on 1968 tax rates, the study found that on the average (for all states) the state-local tax bite came to 12.8 percent for a family of four with an adjusted gross income of $3,500 a year; 8.7 percent for the family with $10,000 income; and only 5.4 percent for a $50,000-income family.

The study, which took into account all major state and local taxes, also found a wide range of variation among the states in the extent to which various income levels are taxed.

Arnold Cantor, an AFL-CIO economist who examined the study, noted that "the modest tax burdens on wealthy families are really overstated because the study does not fully consider the entire income of the wealthy such as capital gains."

Also, he pointed out, "The wealthy can wash out a portion of state and local taxes against federal taxes, while lower income groups taking the standard deduction receive no federal tax break."

## Signalmen Received $801,000 in Railroad Unemployment and Sickness Benefits in the 1968-69 Benefit Year

EMPLOYES WHO WORKED IN JOBS REPRESENTED BY OUR brotherhood received $162,000 in unemployment benefits and $639,000 in sickness benefits during the last benefit year (July 1, 1968 through June 30, 1969). The Railroad Retirement Board recently released the following details on benefits paid to our members in 1968-69:

| | Number of beneficiaries | Average: Days of unemployment or sickness | Average: Amount of benefits |
|---|---|---|---|
| Unemployment benefits | 500 | 37 | $301 |
| Sickness benefits | 800 | 97 | 751 |

The Board also reported that for the railroad industry as a whole, 96,000 unemployment beneficiaries were paid benefits totaling $40.8 million and 93,000 sickness beneficiaries received $55.7 million during 1968-69.

## Retired Couple Needs $4,320 For Moderate Living

A RETIRED COUPLE LIVING in an urban area would have needed $4,192 in the spring of 1969 to maintain a moderate standard of living, the Labor Department reported.

Its Bureau of Labor Statistics estimated that the amount was about $375-a-year more than the same family would have needed to maintain the same standard in the spring of 1967.

Since living costs moved up about 3 percent in the last half of 1969, the moderate or "intermediate" budget would cost the retired couple about $4,320 at the beginning of 1970.

The bureau reported that budgets for a "lower" standard of living would have required annual income of $2,902 for the retired couple in the spring of 1969. A "higher" budget needed $6,616 in annual income at that time.

Applying the increase in living costs for the last half of last year, would price the "lower" budget at $2,989 at the beginning of 1970. The "higher" budget would cost $6,814.

The government for the purposes of budgeting described a retired couple as a husband age 65 or over, and his wife, who are able to support themselves, live independently and are in reasonably good health.

"Yes, I see, J.B. Your arduous struggles for success has put you way out in front!"

## Union Membership

Membership in national and international unions with headquarters in the United States reached 20.2 million in 1968, a gain of almost a million members since 1966, according to the Labor Department's Bureau of Labor Statistics.

Total membership in the United States—that is, excluding Canadian membership—rose to 18,843,000 in 1968, a gain of 903,000 or 5 percent from 1966, preliminary results from the BLS biennial union membership survey show.

While the proportion of union members in the total labor force increased slightly between 1966-68, the proportion of unionized employes in nonagricultural establishments declined further.

AFL-CIO affiliates reported 15.6 million members in 1968, compared with 16.2 million in 1966. Excluding the United Auto Workers, which left the Federation in 1968, AFL-CIO affiliates gained about 880,000 members. National unaffiliated unions reported 4.6 million as against 3 million 2 years ago.

An estimated 2.2 million Federal, state and local employes are now union members, an increase of 436,000 since 1966. During the decade 1958-68, this segment of union membership has grown by about 1.1 million which accounts for more than half of the total membership gain during that period.

White-collar membership, now at 3.2 million, was up by 434,000 over 1966. The number of women in unions rose by 251,000 to 3.9 million.

# "Finis" Drawn For John Baer, Dean of Labor Cartoonists

ONE OF AMERICA'S GREAT WIELDERS OF THE ARTIST'S PEN, John M. Baer, has gone to his reward. He died just short of 84 in a Washington (D.C.) Hospital following a brief illness. His passing was mourned throughout the labor movement.

Known as the "dean of the nation's labor cartoonists", Baer was still drawing cartoons for LABOR Newspaper until the very end, as he had for over 50 years. Separate cartoons by Baer have also appeared in the nation's railway labor magazines for many years. Until his death, he was probably the oldest active cartoonist in the U. S.

A native of Appleton, Wisconsin, and a graduate of Lawrence University there, he moved in his younger days to Beach, North Dakota, and then to Fargo, North Dakota. He held varied posts, including a stint as civil engineer and track worker on the Northern Pacific.

His main interest remained cartooning, however, and in those days he concentrated on cartoons which championed the cause of the farmers. He became a cartoonist (and publicity director) for publications of the old Nonpartisan League, the militant farmer-labor alliance which functioned in the Dakotas and other states of the midwest.

When a vacancy in the U. S. House of Representatives from North Dakota occurred early in 1917, Baer was drafted by the League to run for the seat, and he won. He was re-elected in 1918 as a progressive Republican, but he lost out in 1920. While in the House he was a vigorous champion of farmers and had a 100 percent pro-labor record.

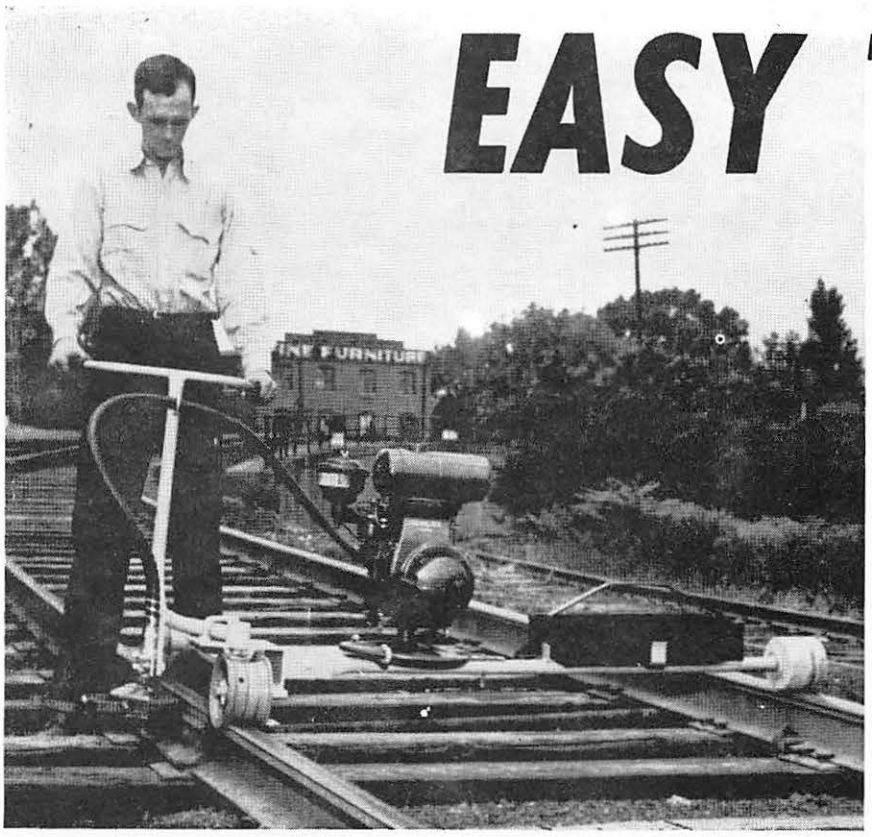
Also, he continued turning out cartoons while in Congress—for LABOR and other publications—and became widely known as the "Congressman-Cartoonist."

After his defeat for re-election in 1920 he joined LABOR as a regular staff cartoonist. In the 50 years since then, his crusading cartoons often had a wide impact. One of them, which showed labor and farmers demanding a "New Deal," is credited with inspiring the slogan that Franklin D. Roosevelt later picked up as Presidential candidate.

Baer also served for many years as cartoonist and publicity director for the AFL-CIO Union Label Service and Trades Department, and did much through cartoons and in other ways to promote union label products and service.

Baer has known nearly every U. S. President since McKinley, and some of them have greeted him on a first name basis. So have numerous members of the U. S. Senate and House, as well as other notables.

Baer is survived by his widow, Estelle; by three sons, John Jr., Bryan and Albert, and by five grandchildren. Funeral services were held in Washington, D. C., on February 21, 1970, and burial was in the Gate of Heaven Cemetery, Silver Spring, Maryland.

EASY TO USE

RACO®
MODEL 300 AY
RAILBOND GRINDER

The Railbond Grinder is designed to make your job easier. It will prepare the rail joint surface for a perfectly welded bond. The easy to operate handle bar control assures even pressure on the grinding wheel. Ask your supervisor to contact us soon.

OUR 50TH YEAR

RPI RAILWAY PROGRESS INSTITUTE

RACO PRODUCTS ENGINEERED FOR LONG LIFE

Railroad Accessories Corporation
A CCI INDUSTRY
Main Office and Plant: 4650 MAIN STREET N.E., MINNEAPOLIS, MINN. 55421
Office and Plant: 7615 NATIONAL TURNPIKE, FAIRDALE, KY. 40118

# LOCAL LODGE NEWS

By, for and about B. of R. S. members

## Local 130 Honor Retired Members

The members of Local 130, Chicago North Western Railway, held their second annual Pensionnier Dinner-Dance to honor retired members on April 10 at the V.F.W. Hall, Des Plaines, Illinois.

This years dinner was attended by 36 members of the Brotherhood and their wives who were honoring 16 retired signalmen.

Our former General Chairman, Don Foote, was the only member retiring this year and was welcomed into the retired group by the following former members who were in attendance: V. C. Brown, D. L. Garis, B. J. Phillips, W. M. Fyfe, J. Long, L. H. Graf, W. L. Lohrmann, D. D. Doty, P. Kaja, A. G. Helt, A. L. Toussaint, M. V. Tryfle, B. Geiger, C. J. McPhearson and K. Emmerson.

A delicious dinner of roast beef and fried chicken was served family style and followed by refreshments and dancing until 12 P.M.

Grand Lodge was represented by President C. J. Chamberlain, and Grand Lodge Representatives W. W. Altus, J. T. Bass and J. W. Walsh and their lovely wives. General Chairman Henry Gerth represented our General Committee.

President Chamberlain addressed the group and paid tribute to Brother Foote and all retired members present. He presented Brother Don with a plaque on behalf of Local 130 and then brought the retired members present up-to-date on the supplemental pension bill and legislation to increase the regular retirement annuity by 15 percent that is now pending in the Congress.

For the members present, President Chamberlain stated he had just returned from Washington and wage negotiations with the carriers and described all that had taken place that week.

Retired Brother Clyde McPhearson told a few of his stories after dinner and then all present enjoyed the good dance music.

The entertainment committee for this years dinner included Ollie Coker, Chester Budzon, Henry DePaepe and Martie Angeles, all of whom are to be commended for a fine job.

It is the hope of the committee that this yearly event will continue to grow and we can expect to see a larger turnout next year.

OLLIE COKER

## Penn Central

Indianapolis, Indiana (15). The April meeting of Local 15 was held in the Barnes Hotel, Indianapolis, Indiana.

The first order of business at this meeting was the election of Delegates to our Brotherhood's 38th regular International Convention in Las Vegas, Nevada on August 17.

The importance of our convention and the work delegates do when attending was discussed before the election.

Brother N. N. McClure was elected Delegate from the Indiana Division and Brother R. W. Hartsock was elected as McClure's Alternate.

Brother Marion Underwood was elected Delegate from the Illinois Division and Brother V. E. Knop was elected as his Alternate.

General Chairman R. T. McGill attended the meeting and reported on the progress of our wage negotiations now under way in Washington, D.C. Brother Tom also discussed his other activities and reported that a committee is now working on a new agreement for the Penn Central Signalmen.

General Chairman McGill reported that this will be one of the most impor-

**Local 130 held their Second Annual Pensionnier's Dinner-Dance on April 10 in Des Plaines, Illinois. The 15 honored guests are shown above with President Chamberlain and General Chairman Gerth.**

**Retired General Chairman Don Foote on right, was presented a plaque by President Chamberlain on behalf of the members of Local 130. Don had also represented Local 130 for many years as Local Chairman before becoming General Chairman.**

tant undertakings that our officers have faced in sometime. There are five General Chairmen involved and each has an agreement that is different in many ways.

The outcome will effect every one of the 2,300 Signal Employes working on the Penn Central.

Once again only twelve members attended this meeting. With so many changes and decisions being made at these meetings, it would seem there would be better attendance.

It would be nice to see that number doubled at our June meeting, which will be held in the Barnes Hotel, Indianapolis, Indiana on the second Saturday of June (the 13th) at 2:30 P.M.

L. J. Robbins

## Canadian National

London, Ont. (165). The regular meeting of Local 165 was held January 8 at the Hotel London, London, Ontario. This meeting was well attended with 29 members and honored guest, C. R. Scott, present.

The opening prayer was given by Brother R. Blowes.

One new member was accepted at this meeting, J. Giles. General Chairman Bob Scott presented the obligation to Brothers D. Muskiluke, D. Letournea, J. Giles, W. Pennanen and R. O'Hagan.

The grievance committee discussed grievances of Brother J. Smith and Brother R. Lupton. A motion carried to progress both grievances.

Local Chairman W. Schaefer reported Brother D. McGill's grievance was settled.

After a general discussion, this meeting voted to accept $3.00 for two meals for a part day, such as Friday.

Brother C. R. Scott advised all that the increase in our Union Plan Life Insurance was defeated by ballot.

The result of the election of delegates to our 4th Triennial Convention in Las Vegas was given by Secretary R. Blowes. Local Chairman L. Hislop was elected No. 1 Delegates and Chief Signalman J. Smith No. 1 Alternate. Local Chairman W. Schaefer was elected No. 2 Delegate and Secretary-Treasurer R. Blowes as No. 2 Alternate.

The Treasurer's report was accepted as read and bills were paid with approval of the trustees.

Brother Scott reported on procedure of investigations conducted by the company. A motion carried and will be sent to our general chairman that when a member is attending an investigation, the official involved or presenting charges against the member, should not conduct the investigation for the company.

Local Chairman W. Schaefer reported that Gang No. 10 had been abolished.

General Chairman Bob Scott will inquire as to whether an employe can be sued in a civic suit brought about while on company business. He also will inquire into the new Avtec Signal equipment now in service.

Brother J. Johnson was nominated for Co-Op representative for Signal Supervisor P. G. O'Halloran.

The meeting adjourned at 6:30 p.m. Our next meeting will be held in Toronto May 24 at the King Edward Hotel.

R. Blowes

## Penn Central

Harrisburg, Pa. (50). The regular meeting of Local 50 was held on Friday April 10, in the U.S.O. Room, Penn Central Station, Harrisburg, Pa.

There were ten members present.

With no old business to discuss we went right into new business with our Local Chairman B. E. Britcher explaining the procedure to follow in case of accident or sickness. He informed our members he would put out a pamphlet outlining the proper procedures.

He also explained our new Health and Welfare agreement with the Carriers and Travelers Insurance Company. The new policy, GA-23000 is for two years and has added benefits.

Brother Britcher also explained our supplemental annuity, the outcome of HR-13,300 and why our Brotherhood could not support this bill when it was reported out of the House Committee and approved by the Clerks, UTU and MofW Unions.

Our present wage negotiations that were under way in Washington on April 7 and the full contents of the section 6 wage notice were fully discussed and explained by Brother Britcher.

Those who attended this meeting were fully informed of all Local and General Committee efforts to improve conditions for our members.

We look for better attendance at our next meetings.

S. C. Sunday

## Illinois Central

East Dubuque, Ill. (29). The regular quarterly meeting of Local 29 was held on April 4th at East Dubuque, Illinois.

Sixteen enthusiastic members were present and joined our Local Lodge Officers and General Chairman B. J. Woodruff in our opening prayer.

Many items of interest were discussed at this meeting. It was unanimously agreed that a close watch should be kept on all part-time employes, making sure they apply for membership in accordance with the constitution.

As a result of previous Local action the names of two delegates elected to our Brotherhood's 38th regular convention in Las Vegas, were announced. Those elected are Brothers D. H. Lattner and K. G. Williams.

The application of four new members were presented and accepted by all present.

General Chairman Woodruff advised the gang-men that he would inspect their camp cars on the Iowa Division-East on June 25 and on the Iowa Division-West on June 26.

Brother Woodruff also reported on the wage negotiations that are now under way in Washington and gave an account of his activities to date since taking office.

Final action of the day was the changing of the next regular meeting place and date from Dubuque, Iowa on July 4th to Waterloo, Iowa on June 27.

B.J.W.

**The members of Local 29 held their regular quarterly meeting at Dubuque, Iowa on April 4. Among those attending were, seated left to right: Secretary-Treasurer D. H. Lattner, Local Chairman A. J. Louder, and Local Chairman K. G. Williams. Standing, front row left to right: Chief Signalman Fred Kollman, W. L. Heitter, R. E. Rosenthal, K. A. Knittel, J. S. Groesbeck, J. Cox, F. R. Clark and A. L. Vandermiller. Standing rear row left to right: R. D. White, T. L. Duggan, M. E. Hunt, J. E. Stickley and R. B. Ames.**

## A.T. & S.F. R.R.

McPherson, KS (33). The last meeting of Local 33 was held in Newton, Kansas on March 14. Chief Signalman Max E. Craft, Local Chairmen: C. M. Page, A. A. Cleeton and R. L. Pulliam, with General Chairman W. L. Lewis, officiated the meeting. There were 21 brothers and one visitor present.

One new brother was obligated to the brotherhood and Vice Chief G. Trussel, Lever J. Caldweld, and Chaplain H. Hovey, were installed for their terms in office.

Some points of discussion were on the training program, vacation roster, and probably the most interesting was, the improved supplemental retirement plan and the health and welfare plan.

It was reported that Brother Chuck Smith lost his father recently. The local sends him their sympathy. Brother H. Hovey was present at this meeting and looking well after a brief stay in the hospital. Retired Signal Supervisor Bob LeHue of the old Western Lines is reported sick and I know we all wish him a speedy recovery.

Brothers, this was a good and interesting meeting—in spite of my bungling—and we missed you who were not present. I cannot understand to this day, why brothers living in Newton and close by cannot and won't attend a meeting.

I think we are fortunate in having a good general chairman and three good local chairmen and they deserve your presence and voice at our meetings to assist them in improving our cause.

Next meeting at Newton, Kansas, May 16.

Brother C. M. Roberts was a most welcome visitor and we appreciated his comments and look forward to his visiting again.

MAX E. CRAFT

## Canadian National

Montreal, P.Q. (118). Our regular meeting was held on February 6 at the Queens Hotel with 10 members present. Brother P. O'Halloran opened the meeting with a prayer and Chief Signalman D. Bayly presided. Also in attendance was Grand Lodge Representative and General Chairman H. A. Stockdale.

Local Chairmen Dufort and A. Cunningham noted the numerous grievances processed against management. It was noted at this meeting that all members of Local 118 should follow the proper procedure for submitting a grievance. Members with grievances should first contact a local chairman.

The results of the balloting on the life insurance increase were given at this meeting. The General Committee had previously agreed that 60 percent of all participants must return ballots in favor of the increase to be effective. The result was 38.8 percent in favor, therefore, the policy and premium will remain as is.

A motion to reconsider the action of past meetings of Local 118 on sending a representative to the Brotherhood's 38th regular convention passed. At our next regular meeting action will be taken on electing delegates to the convention. The election of delegates must be completed by July 15.

Brother Ray Keraney has resigned the post of Co-Op representative in the Rideau area. Members working in that area are requested to attend the local's meeting in Belleville, Ont. and decide on the selection of another representative. It is most important that our Brotherhood be represented at all Co-Op meetings.

It was proposed that our department assume the responsibility of the complete maintenance of switch heaters. At present the maintenance is divided among the Section, Bridge, Building and Signal Departments. Monthly or hourly rated men would be paid for overtime if called on trouble under this proposal. This was discussed at our meeting and is the reason why every member should be present.

General Chairman C. R. Scott requested our local to represent him at a regional Co-Op meeting. From our experience at Co-Op meetings, we feel it is time for our General Committee to instruct our younger Brothers on how to conduct themselves at Grand Lodge level.

Our deepest sympathies to Brother Pat O'Halloran and his family on the passing of his father.

"I just found a better paying job! Can I exchange these white collar shirts for some overalls?"

Our local has received a communication from President C. J. Chamberlain in reference to our Brotherhood's membership survey. Every member of Local 118 is requested to complete and return the survey promptly. This survey will enable our Brotherhood to improve conditions in many areas of our craft. The wages and benefits they are now negotiating and any plans for the future depend on this survey.

W. DUFORT

## Penn Central - P.R.S.L.

Magnolia, NJ (58). Local 58 met on March 11, 1970 in Camden, NJ with Local Chairman J. L. Nack absent due to a call.

Vandals stole approximately 300 feet of a 54 pair cable on the Minson section making added work for yours truly. The previous week they set fire to the same cable.

Brother Lou Weber reported on retired Pennsylvania-Reading Seashore Line members. Brother Hoffman took a trip to Florida.

The Penn Central continues to make changes, the latest report is they are doing away with our wayside phones and will sign a contract to lease phones from the Bell Telephone. If this is true, we will lose one communication maintainer position. This local cannot agree with the railroad as we understand they will use our present telephone boxes.

It was also reported that they plan to abolish three maintainer positions and advertise them as gang maintainers on the former Atlantic. This local is on record as opposed to this move.

Vacations are starting soon and I hope all will have a good time, drive safely if taking a trip, and return well rested.

One last request—if you have not filled out your Grand Lodge Membership Survey, please do so as soon as possible. Grand Lodge needs this information right away for use in the wage negotiations that are now underway.

Let's hope Local 58 has 100 percent return on this important issue.

J. L. NACK

## Obituary

**Winsell D. Zartman, Sr.,** a member of Local 101, Erie-Lackawanna Railway Co. passed away April 17. He was 41.

Brother Zartman, "Wink" to those who knew him started his signal career September 16, 1947 as signal helper on the Marion Division. Working in all

classes up to and including foreman of maintainers, the position he held at the time of his passing. From leading signalman to foreman of maintainers, first at Callicoon, New York and then back home to Rochester, Indiana, Wink moved around and met many signalmen.

"Wink" was a 1947 graduate of Rochester High School and a veteran of the Korean conflict, serving in the U.S. Army from 1950 to 1952.

Brother Zartman will be sadly missed by all who knew him and those who worked with him. He will always be remembered for his devotion to his family, his men, church and community.

He is survived by his wife Barbara, a daughter Debra, and sons Winsell, Jr. and Douglas, all at home. His mother, a sister and a brother also survive, to whom the officers and members of Wabash Valley Local 101 extend their deepest sympathy.

PAUL L. KENNEDY

**Ernest H. Haubensak,** retired member of Local 161, Atchison, Topeka & Santa Fe Railroad, passed away March 3, at his home in Naples, Florida. He was 76.

Brother Haubensak retired on July 31, 1958 after completing 29 years of service. At the time of his retirement he was a signal maintainer at Littleton, Colorado.

The officers and members of Local 161 extend their deepest sympathy to his wife and surviving members of his family.

ED.

**C. J. "Chick" Beilner,** retired member of Local 62, Penn Central, passed away February 11. He was 79.

Brother Beilner started on the Pittsburgh Division of The Pennsylvania Railroad on November 13, 1912 and worked as a maintainer for over 30 years on third trick in the Pittsburgh Passenger Yards. When he retired in 1958 he had 46 years of service and was working as a leading maintainer in the Pittsburgh Terminal.

The officers and members of Local 62 extend their deepest sympathy to his wife and the remaining members of his family.

D. MURPHY

**Charles H. Montgomery,** a retired member of Local 50, Penn Central Railroad passed away April 15, after a short illness. He was 80.

Brother Montgomery retired in 1955 after forty years of service as a signal maintainer, most of which was in the Lancaster area.

Charlie was born in Steelton, Pa. but spent most of his life in Lancaster, Pa.

He is survived by two sons and a daughter, seven grandchildren and six great grandchildren.

The officers and members of Local 50, extend their deepest sympathy to his widow and children.

S. C. SUNDAY

**Oscar A. Bornitzke,** retired member of Local 61, Chicago, Milwaukee, St. Paul & Pacific Railroad, passed away March 8, after a long illness. He was 66.

Brother Bornitzke was a signal maintainer for the Milwaukee Road until retiring, after 50 years of service, on November 15, 1968.

He was a member of Olivet Congregational United Church of Christ and the Masons.

The officers and members of Local 61 extend sincere sympathy to his two sons, Duane Marshall and Russell, Ballston Lake, NY, and the surviving members of his family.

A. NEISES

**Walter V. Trice,** retired member of Local 151, Lehigh Valley Railroad, passed away February 28. He was 80.

Brother Trice entered the employ of the Lehigh Valley Railroad on May 25, 1910 as a telephone and telegraph line helper. After routine promotion, in 1921 he was appointed chief lineman in which capacity he remained until transferring to the signal department in 1931. In January 1931 he assumed duties as a signal maintainer on the Auburn Division of the Lehigh Valley, working on this district until October 16, 1946, when a heart attack forced retirement. His seniority accumulated until April 14, 1954 when he reached the age of 65 so that he was credited with a service record of 44 years by the railroad company.

Active in Masonic affairs he was a member and past master of Auburn Lodge 431, F&AM; a 32nd Degree Mason and member of Central City Consistory, AASR of Syracuse; past monarch of Anar Grotto and secretary for 10 years; past royal patron, Amaranth, Cayuga Court 44; past watchman of shepherds, Mt. Olive Shrine 9, past commander, Salem Town Commandery 16, K.T.; former secretary, Davids Chapter, Royal Arch Masons.

He also was a member of Auburn Lodge, IOOF and the First United Methodist Church.

The members of Local 151 extend their deepest sympathy to his widow, Elzada E.; and his two sons, Herbert V. Trice of Owasco and Theodore W. Trice of Sennett, and all surviving members of his family.

ED.

## MOVING? LET US BE THE FIRST TO KNOW

**When you are planning to move, please let us be the first to know. If you fail to notify us, the Post Office Department tells us that your copy of *The Signalman's Journal* was undeliverable. The government charges for this service. Please take the time to fill in one of the change of address forms provided in each issue and promptly return it to us. Be sure and give us your proper Zip Code as new post office regulations require that all magazines be addressed with the proper Zip Code. If you will help us in this matter, you will save your Brotherhood money and assure yourself of uninterrupted delivery of the Journal.**

## CHANGE OF ADDRESS

**Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:**

**The Signalman's Journal**
**2247 Lawrence Ave.**
**Chicago, Illinois 60625**

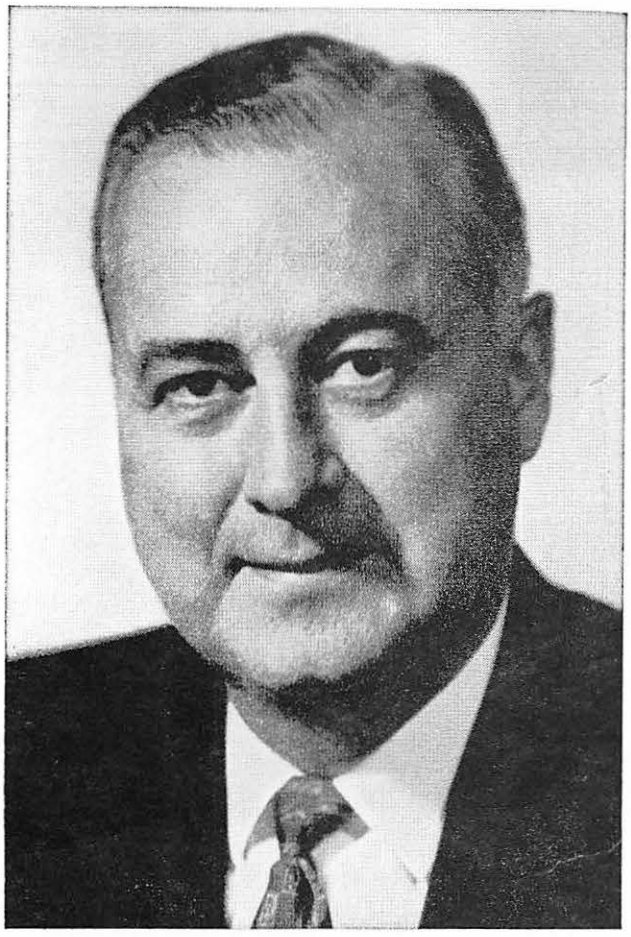
**Name** _____

**Lodge No.** _____ **Cert. No.** _____

**Street or Box Number** _____

**City** _____ **State** _____ **Zip Code** _____

# Why is this man moonlighting?



Gordon M. Metcalf, Chairman of the Board, Sears, Roebuck, and Co.

Why did one of the busiest executives in America take on a second job?

Why did Gordon Metcalf become the 1970 Chairman of the U.S. Industrial Payroll Savings Committee?

Here's why in his own words:

"Every employer who supports the goals of economic soundness and a strong dollar should support the Payroll Savings Plan for U.S. Savings Bonds.

"Thanks to vigorous business leadership, Payroll Savings has helped to make millions of Americans shareholders in their country and owners of nearly one-quarter of the total publicly-held Federal debt.

"A successful campaign in your company will add to that impressive record—but more than that, it will be an important contribution to the fight against inflation.

"I hope you will want to join us in that effort."

Promoting U.S. Savings Bonds is important.

That's why Mr. Metcalf took on a second job.

That's why the fifty-three American corporate leaders who make up the U.S. Industrial Payroll Savings Committee are putting in a lot of extra time and effort to reach this year's goal: 2,000,000 employees signed up as new savers or for increased Bond allotments.

How about you?

Will you handle a second job that will benefit your people and your country?

Will you personally lead an organized person-to-person drive in your own office or plant?

For full information, write Director of Marketing, The Department of the Treasury, Savings Bond Division, Washington, D.C. 20226.

Gordon Metcalf found the time.

Won't you join him?

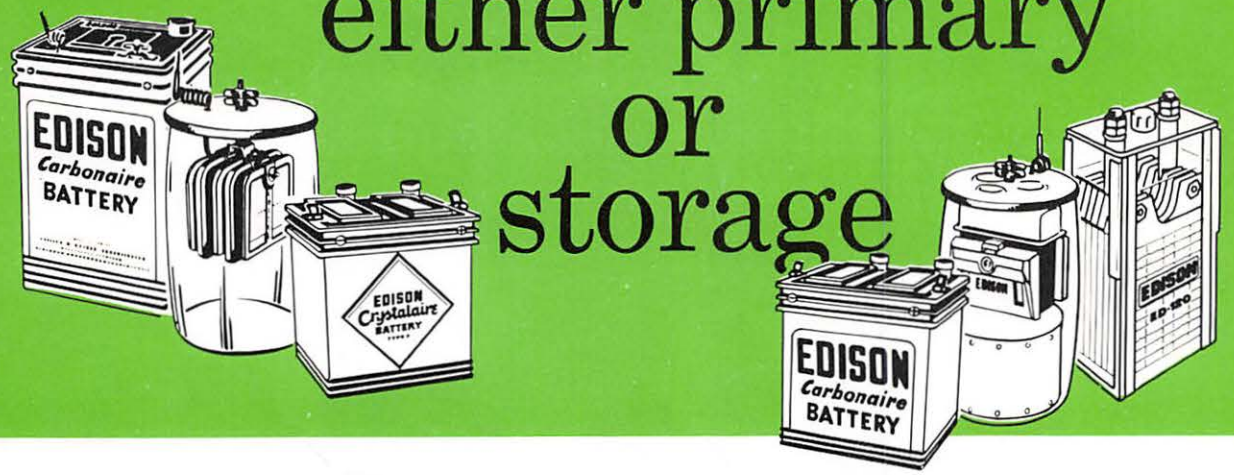
## U.S. Savings Bonds

The U.S. Government does not pay for this advertisement. It is presented as a public service in cooperation with The Department of the Treasury and The Advertising Council.

JOHN A STRUBLE 123
410 N THOMAS ST
SCOTTVILLE MICH 49454

12301A

# When you buy an Edison Battery– either primary or storage




. . . you get regular, prompt and useful field service, at no cost or obligation, which automatically continues as long as our products are working for you.

We believe this service — as volunteered by our representatives or as requested by you — is an important extra to be considered when you are selecting or specifying power sources for your requirements.

You also get all the advantages of using products specifically designed and developed for your needs . . . products that are fully manufactured in America.

MEMBER RPI

**THOMAS A. EDISON INDUSTRIES**
**PRIMARY BATTERY DIVISION • BLOOMFIELD, N. J. 07003**

McGRAW EDISON